

**RapidRide C and D Line Implementation and
Restructures.
Ridership Assessment and Guidelines Analysis**

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AUGUST 2013



RapidRide C and D Line Implementation and Restructures. PRELIMINARY RIDERSHIP ASSESSMENT – AUGUST 2013

Overview

- The ridership estimates in this report are based on a route level analysis of changes in ridership counts between Fall 2011 and Fall 2012. As discussed in more detail on pages 3 and 4, these changes are larger than would be expected from a systemwide perspective.
- Between Fall 2011 and Fall 2012 ridership in the project area increased by 8.5% on Weekdays, 5.2% on Saturdays and 11.1% on Sundays¹. Over the same time frame, rides per platform hour increased 6.8% on Weekdays, 5.5% on Saturdays and 6.6% on Sundays.
- RapidRide C Line is carrying approximately 6,900 rides on Weekdays, 4,200 rides on Saturday, and 3,400 rides on Sundays. RapidRide D Line is carrying approximately 9,000 rides on Weekdays, 6,100 rides on Saturdays and 4,700 rides on Sundays.
- The busiest set of stops on the RapidRide C and D Lines is in downtown Seattle at 3rd Avenue and Pike Street where approximately 6,000 daily boardings and alightings occur. Other pairs of stops outside of downtown Seattle that have over 1,000 daily boardings and alightings include: Alaska Junction, Ballard (15th Avenue Northwest/Northwest Market Street) and Uptown (Queen Anne Avenue North/Mercer Street)
- A main goal of restructuring the service to complement RapidRide C and D Lines was to improve connections. The following connections were improved through higher frequency service or new connections that don't require a transfer:
 - Ballard to Northgate, Fremont, South Lake Union
 - West Seattle to Southeast Seattle
 - Alki, Admiral District, Alaska Junction and North Delridge
 - Westwood Village to High Point, North Delridge, Georgetown, South Park and Burien
- The number of boardings and alightings on corridors analyzed North of downtown Seattle increased by 3.6% between Spring 2012 and Fall 2012. Some of the increase may be due to new transfers, however this was offset by former two-bus trips that can now be made on a single bus.
- Corridors that gained more than 50% of boardings and alightings in north Seattle included Leary Way Northwest between Ballard and Fremont (served by routes 28 and 40), Greenwood Avenue North between Shoreline Community College and North 105th Street (served by Route 5) and Holman Road Northwest between Greenwood Avenue North and Crown Hill (served by Route 40).
- Corridors that lost more than 50% of boardings and alightings in North Seattle include 15th Avenue NW between NW 85th and 105th Streets where all-day service was eliminated, 32nd Ave NW where a no-transfer trip to downtown Seattle was eliminated, and 3rd Avenue NW between N 103rd and 145th Streets where all day service was eliminated.
- The number of boardings and alightings on corridors analyzed South of downtown Seattle increased by 14.1% between Spring 2012 and Fall 2012. In this area, the network was changed more significantly than in north Seattle to revolve around the RapidRide C Line creating many new transfers at Alaska Junction and Westwood Village.

¹ Readers should read the section titled "Major Changes in Ridership Calculation and External Factors in order to better understand the ridership changes.

- Corridors that gained more than 50% of boardings and alightings in South Seattle included Southwest Barton Street between Westwood Village and Fauntleroy (served by the C Line), California Avenue Southwest between Morgan Junction and Alaska Junction (served by the C Line and Routes 22 and 128) and Delridge Way Southwest between Southwest Orchard Street and White Center (served by Route 120).
- Corridors that gained more than 50% of boardings and alightings in South King County included 1st Avenue South between Southwest Roxbury Street and Burien (served by Route 131), 1st Avenue South between Burien and Des Moines (served by Route 166), Southwest Roxbury Street/South Cloverdale Street (served by Route 60) and Des Moines Memorial Drive South between Boulevard Park and Burien (served by Route 132).
- Boardings and alightings increased by over 50% at the following four transfer points (all four along the RapidRide corridors): 15th Avenue Northwest/Northwest 85th Street, 15th Avenue Northwest/Northwest Market St, Alaska Junction and Westwood Village. The increase in activity is due to new riders attracted, new transfers, changes to the route network and closure of adjacent stops.

Introduction

On September 29, 2012 King County Metro implemented RapidRide C and D Lines connecting Ballard, Uptown, downtown Seattle, West Seattle and Westwood Village. Along with implementing the RapidRide lines, Metro restructured many routes in northwest Seattle, southwest Seattle, SODO, and southwest King County. As with all restructures, the King County Metro Strategic Plan identifies the following goals and objectives²:

- Under all circumstances, whether adding, reducing or maintaining service hours invested, service restructures shall have a goal to focus service frequency on the highest ridership and productivity segments and to match service capacity to ridership demand to improve productivity and cost-effectiveness of service.
- In managing the transit system, service restructures shall have a goal of increasing ridership.
- Under service reduction conditions, service restructures shall have an added goal of resulting in an overall net reduction of service hours invested.
- Under service addition conditions, service restructures shall have added goals of increasing service levels and ridership.

This report presents an assessment of ridership changes as observed in the Fall 2012 service change. Additionally, this report considers the revised routes in the context of the Metro Strategic Plan and Guidelines.

Major Change in Ridership Calculation and External Factors

In 2011 and 2012, major changes in ridership calculation occurred. The changes in ridership calculation include:

- Inclusion of passenger activity within the Ride Free Area. Before 2011, no passenger activity within the Ride Free Area was included in route or trip level ridership,
- Ridership is solely based on boardings. Before 2011, outbound trips departing the Seattle CBD used alightings instead of boardings in ridership calculation,
- Through-route transition points changing to be consistent with where the head-signs change. Prior to September 2012, many through-routed services “began” and “ended” in the middle of downtown Seattle (or the U. District) while their head-signs changed at the edge of downtown Seattle (U. District).

With these changes in ridership calculation it is problematic to compare ridership on routes serving the Seattle CBD or possessing route “parts” (e.g. Route 2 “North” and “South”) before and after the change in methodology. Many Seattle CBD routes will experience an increase or decrease in ridership simply due to the change in calculation. For example, Weekday ridership on Route 2 South shows a decrease from 4,320 daily rides in Fall 2010 to 3,340 daily rides in Fall 2012.

² King County Metro Strategic Plan for Public Transportation 2011-2021, Service Guidelines, Pages SG-10-SG-11.

In addition to the changes in ridership calculation, the following other factors may influence ridership on a route-by-route level:

- Ride Free Area elimination. Due to the elimination of the Ride Free Area in September 2012, ridership on routes in downtown Seattle is expected to drop. The impact is likely to be felt most significantly on routes that travel north-south in downtown Seattle.
- Undercounting of Trolley Ridership. In 2011, a couple APC-equipped trolley coaches returned low quality data that appeared to significantly undercount ridership. Therefore, comparing ridership between 2010 and 2011 will tend to show a larger than actual drop in ridership and comparing ridership between 2011 and 2012 will tend to show a larger than actual increase in ridership.
- Changing from the old to new On-Board System (OBS). As part of Metro's onboard system project, Metro upgraded APC hardware and software from a signpost based system to a GPS-based system. While Metro continued to collect ridership data during the conversion process using both the legacy and GPS based system, some routes were not sampled adequately throughout the transition. This gap in the data resulted in both under and over counting of route level ridership in 2011 and 2012. Additionally, the GPS equipment is more sensitive and captures slightly more boardings than the legacy equipment. This data is adjusted, and, when aggregated to an annual system wide basis the ridership information is reliable. However, at the trip, route, period or service change level ridership data is less reliable, especially as a comparison to 2011 when the APC transition was underway.
- APC Data is a Sample. APC sampling rates are a consistent data issue. Only 18% of Metro's non-RapidRide trips are currently being observed on any given day. Trip and route level data do not include adjustments that are made when estimating systemwide ridership and are prone to more sampling variance. Metro has begun to outfit all new buses with APC equipment starting in 2013 and this issue will diminish over time.

Changes in Project Area Total Transit Ridership and Productivity

The following table tracks the change in daily rides for services affected by the C and D Line restructures between 2009 and 2012. Ridership on routes in the project area has increased between 3.5% (Saturdays) and 5.9% (Weekdays) between Fall 2009 and Fall 2012. Annual hours in the routes increased in this timeframe by 2.8% on Saturdays, 6.8% (weekdays) but dropped by 0.2% on Sundays. In the short-term between Fall 2011 and Fall 2012, ridership increased between 5.2% (Saturdays) and 11.1% (Sundays) while annual hours changed between -0.2% (Saturdays) and 4.2% (Sundays). Productivity between Fall 2011 and Fall 2012 improved significantly on all three days as a result of the greater increase in ridership compared with annual hours growth.

While the majority of changes occurred in Fall 2012, there was a significant increase in annual hours between 2009 and 2011 as a result of Alaskan Way Viaduct mitigation funds that added trips to a number of routes, provided increased running time due to traffic congestion and allowed Metro to improve Route 54 to RapidRide service levels on Weekdays and Saturdays. Additionally, in 2010, 2011 and 2012, Metro recalibrated schedules systemwide, resulting in changes to the service hours for most routes.

It is important to note that a number of external factors have impacted ridership calculation between 2011 and 2012. The previous section attempts to explain these factors.

Project Area Ridership and Productivity Trends

	Metro Transit								
	Daily Ridership			Annual Hours			Rides per Platform Hour		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
Fall 2009	145,530	79,440	56,360	975,900	133,800	123,900	38.0	30.9	26.4
Fall 2010	148,290	81,000	54,530	994,300	136,300	120,500	38.0	30.9	26.2
Fall 2011	141,980	78,150	52,990	1,025,300	137,800	118,600	35.3	29.5	25.9
Fall 2012	154,110	82,230	58,890	1,042,400	137,500	123,600	37.7	31.1	27.6
Change 2009-2012	8,580	2,790	2,530	66,500	3,700	-300	-0.3	0.2	1.3
% Change 2009-2012	5.9%	3.5%	4.5%	6.8%	2.8%	-0.2%	-0.9%	0.7%	4.7%
Change 2011-2012	12,130	4,080	5,900	17,100	-300	5,000	2.4	1.6	1.7
% Change 2011-2012	8.5%	5.2%	11.1%	1.7%	-0.2%	4.2%	6.8%	5.5%	6.6%
Numerous external factors impacted ridership figures between 2010 and 2012.									

Changes in Route-Level Transit Ridership and Productivity

Before reading further, it is worth reviewing the section titled “Major Changes in Ridership Calculation.” As detailed in that section, changes in ridership may not be completely attributed to the restructures and may instead be a result of an external factor. Therefore, the following information should be viewed knowing that route-level comparisons may not be completely valid.

In light of the difficulties in comparing route level ridership, following sections will look at ridership by route segment before and after the restructures. Through this comparison, one can better understand how ridership along each route segment has changed.

However, for those wishing to see ridership and productivity by route, that information is provided in the three tables below.

Weekday Ridership by Route Part One: (Routes 1-39, C Line, D Line)

Fall Weekday Ridership									Fall Weekday Rides per Platform Hour			
Route	Part	Ex	2009	2010	2011	2012 ****	Change 2011- 2012	% Change 2011- 2012	2009	2010	2011	2012
C			0	0	0	6,860	6,860	100%				40.7
D			0	0	0	9,030	9,030	100%				51.9
1			2,870	3,650	2,190	2,350	160	7%	57.6	62.1	38.3	49.1
2	N		2,920	2,950	2,080	2,380	300	14%	63.1	64.3	44.9	51.4
2	N	EX	910	810	820	0	-820	-100%	30.9	31.8	36.7	
2	S		4,100	4,320	2,800	3,340	540	19%	53.6	57.1	37.4	41.5
5			5,480	6,290	6,580	6,460	-120	-2%	37.4	42.7	45.1	48.2
5		EX	550	580	700	830	130	19%	36.9	38.9	40.6	43.2
10			4,490	4,620	3,370	4,590	1,220	36%	51.3	51.9	38.2	52.0
11			3,420	3,300	3,230	3,090	-140	-4%	50.4	50.1	46.0	48.0
12			3,940	4,080	4,140	3,470	-670	-16%	49.7	48.2	48.9	45.6
13			3,450	3,590	2,490	3,270	780	31%	54.3	58.7	40.7	53.8
14	N		1,400	1,140	850	0	-850	-100%	38.8	38.3	30.1	
14	S		3,030	2,450	2,350	0	-2,350	-100%	40.0	34.5	35.0	
14			0	0	0	2,630	2,630	100%				39.9
15			5,700	5,320	4,820	0	-4,820	-100%	57.2	57.5	50.4	
15		EX	1,120	1,130	1,130	850	-280	-25%	44.6	49.7	48.0	47.1
17			2,360	2,450	2,250	0	-2,250	-100%	31.7	34.3	32.4	
17		EX	460	510	500	690	190	38%	35.5	38.3	37.5	50.3
18			4,480	4,310	3,930	0	-3,930	-100%	48.6	48.8	44.3	
18		EX	760	780	810	930	120	15%	44.0	53.8	43.9	50.5
19			290	290	240	300	60	25%	32.2	26.4	26.6	31.9
21			2,020	1,790	2,030	3,440	1,410	69%	27.8	24.9	25.4	31.2
21		EX	740	890	900	970	70	8%	37.0	31.5	28.0	38.1
22			1,590	1,450	1,630	270	-1,360	-83%	25.8	24.3	27.0	16.4
23			1,790	1,750	2,040	0	-2,040	-100%	27.2	26.7	33.1	
24			2,480	2,140	1,730	2,220	490	28%	35.9	33.3	25.8	37.2
26			2,690	3,230	2,440	2,550	110	5%	43.1	52.1	36.2	34.8
26		EX	530	540	670	690	20	3%	32.2	37.2	46.2	47.6
27			1,380	1,370	1,280	1,340	60	5%	32.3	32.6	33.0	35.2
28			3,270	3,550	3,110	2,750	-360	-12%	39.9	43.5	38.5	38.1
28		EX	880	900	1,030	1,130	100	10%	37.4	38.3	42.4	41.8
29			0	0	0	1,170	1,170	100%				36.4
30			2,670	2,810	2,720	1,030	-1,690	-62%	29.9	32.3	29.9	21.2
31			1,450	1,310	940	1,720	780	83%	33.0	31.2	20.0	33.7
32			0	0	0	2,150	2,150	100%				30.3
33			1,390	1,560	1,560	1,620	60	4%	30.6	37.5	35.5	36.2
34		EX	180	160	180	0	-180	-100%	24.2	22.7	23.0	
36			8,510	8,930	9,860	10,450	590	6%	38.1	41.9	48.3	45.3
37			120	270	260	200	-60	-23%	18.0	16.4	15.1	18.9
39			1,260	1,270	1,290	0	-1,290	-100%	23.6	24.0	24.5	

**** Numerous external factors impacted ridership figures between 2010 and 2012.

Weekday Ridership by Route Part Two: (Routes 40-169)

Fall Weekday Ridership									Fall Weekday Rides per Platform Hour			
Route	Part	Ex	2009	2010	2011	2012 ****	Change 2011- 2012	% Change 2011- 2012	2009	2010	2011	2012
40			0	0	0	7,420	7,420	100%				36.7
44			6,110	6,290	6,660	7,260	600	9%	46.0	47.5	50.8	54.8
45		EX	190	140	170	0	-170	-100%	20.2	18.8	25.5	
46			340	270	260	0	-260	-100%	17.7	16.0	16.6	
47			0	0	0	880	880	100%				34.0
50			0	0	0	2,180	2,180	100%				20.1
51			250	250	130	0	-130	-100%	17.7	17.7	9.2	
53			100	90	70	0	-70	-100%	11.1	10.9	8.5	
54			2,910	3,380	4,150	0	-4,150	-100%	33.4	31.2	27.2	
54		EX	510	500	490	0	-490	-100%	33.3	34.5	27.8	
55			2,350	2,080	2,030	630	-1,400	-69%	38.7	35.1	24.0	32.8
56			1,000	960	1,150	0	-1,150	-100%	26.8	25.2	24.6	
56		EX	580	640	680	690	10	1%	38.9	34.0	31.0	34.5
57			320	280	220	290	70	32%	29.1	24.6	18.1	32.2
60			3,580	4,240	4,350	4,960	610	14%	38.4	29.2	31.3	32.3
61			0	0	0	280	280	100%				8.1
62			0	0	0	270	270	100%				16.0
65			3,410	3,200	2,590	2,820	230	9%	44.6	40.8	33.2	32.2
66		EX	2,370	2,280	2,850	3,090	240	8%	26.7	27.6	36.3	40.0
67			1,930	1,600	1,290	1,540	250	19%	44.7	41.6	41.1	39.7
68			2,360	2,410	1,980	2,010	30	2%	62.0	62.7	53.7	45.0
75			5,840	5,650	6,160	4,000	-2,160	-35%	38.8	36.2	40.8	41.8
81			50	40	40	0	-40	-100%	14.2	12.8	12.8	
85			60	50	30	0	-30	-100%	19.1	14.2	8.5	
116		EX	370	300	300	480	180	60%	17.2	13.7	14.4	18.8
120			6,840	6,770	7,470	8,350	880	12%	42.4	42.6	38.2	40.4
121			1,030	980	1,070	920	-150	-14%	26.3	24.5	23.5	19.6
122			600	490	510	540	30	6%	30.6	21.9	24.1	20.6
123			220	200	220	300	80	36%	16.0	15.9	16.0	25.5
124			2,700	3,260	3,540	3,080	-460	-13%	27.2	32.2	35.7	32.2
125			2,220	2,220	2,080	1,780	-300	-14%	32.7	32.9	27.8	32.0
128			3,210	3,670	3,680	4,170	490	13%	32.2	38.8	35.5	31.1
131			1,370	1,290	1,320	2,580	1,260	95%	23.3	21.0	20.7	31.6
132			2,090	1,990	2,150	2,780	630	29%	25.6	24.5	26.6	28.1
133			230	220	280	0	-280	-100%	18.3	17.5	22.3	
134			320	180	220	0	-220	-100%	19.0	11.2	14.4	
156			0	710	330	910	580	176%		20.3	9.0	12.8
166			1,940	1,900	1,610	2,140	530	33%	33.4	30.1	29.3	27.3
169			3,410	3,250	2,910	2,990	80	3%	44.1	42.7	39.3	38.3
ALL			145,530	148,290	141,980	154,110	12,130	9%	38.0	38.0	35.3	37.7

**** Numerous external factors impacted ridership figures between 2010 and 2012.

Saturday Ridership by Route

Fall Saturday Ridership									Fall Saturday Rides per Platform Hour			
Route	Part	Ex	2009	2010	2011	2012 ***	Change 2011-2012	% Change 2011-2012	2009	2010	2011	2012
C			0	0	0	4,240	4,240	100%				33.4
D			0	0	0	6,130	6,130	100%				46.2
1			1,610	2,060	1,190	1,430	240	20%	49.2	53.6	32.6	43.7
2	N		2,350	2,170	1,870	1,850	-20	-1%	58.2	53.7	46.3	45.8
2	S		2,350	2,690	1,950	2,090	140	7%	35.9	41.1	29.8	32.0
5			3,090	4,580	4,290	4,480	190	4%	26.8	39.7	38.5	35.8
10			2,300	2,810	2,140	2,400	260	12%	37.4	45.7	38.4	41.6
11			1,890	1,740	1,580	1,710	130	8%	46.8	43.1	39.1	40.4
12			1,390	1,610	1,570	1,280	-290	-18%	24.1	27.9	29.2	25.6
13			1,880	2,230	1,700	2,250	550	32%	51.5	61.0	46.5	61.6
14	N		760	780	670	0	-670	-100%	30.4	33.8	29.0	
14	S		1,620	1,420	1,760	0	-1,760	-100%	32.4	30.8	38.1	
14			0	0	0	1,550	1,550	100%				36.6
15			3,910	3,760	3,440	0	-3,440	-100%	49.6	47.7	43.6	
17			1,430	1,340	1,240	0	-1,240	-100%	27.5	29.0	28.0	
18			3,430	3,320	3,030	0	-3,030	-100%	43.5	42.1	38.4	
21			1,420	1,310	1,220	2,150	930	76%	21.7	20.0	18.1	23.8
22			980	970	880	150	-730	-83%	18.2	18.7	16.9	13.0
23			1,020	1,090	1,060	0	-1,060	-100%	18.9	20.2	19.7	
24			1,680	1,210	1,150	1,030	-120	-10%	30.1	23.3	23.9	21.4
26			1,760	2,240	1,700	1,460	-240	-14%	35.2	43.1	32.7	30.4
27			870	720	620	530	-90	-15%	25.1	19.7	17.9	30.6
28			2,260	2,390	2,000	1,480	-520	-26%	31.8	38.8	32.5	32.1
30			1,620	1,830	1,700	800	-900	-53%	20.5	21.6	20.6	21.9
31			670	600	510	630	120	24%	15.8	14.2	12.1	17.2
32			0	0	0	1,340	1,340	100%				23.2
33			540	550	460	470	10	2%	17.6	17.9	21.7	27.2
36			5,190	5,680	6,340	6,110	-230	-4%	37.5	33.6	41.7	36.5
39			560	530	450	0	-450	-100%	16.2	15.3	16.7	
40			0	0	0	4,840	4,840	100%				29.3
44			4,180	3,950	3,690	4,150	460	12%	35.6	33.7	36.2	40.7
47			0	0	0	390	390	100%				22.5
50			0	0	0	1,200	1,200	100%				14.9
51			120	160	70	0	-70	-100%	8.9	11.9	7.3	
54			1,810	2,240	2,570	0	-2,570	-100%	26.9	33.3	20.2	
55			890	1,100	940	0	-940	-100%	24.4	30.1	16.3	
56			900	780	1,010	0	-1,010	-100%	21.3	17.6	22.8	
60			1,510	1,070	1,920	2,120	200	10%	31.4	26.5	27.7	28.3
61			0	0	0	170	170	100%				5.2
65			1,440	1,230	1,460	1,350	-110	-8%	23.4	20.6	25.3	26.0
66		EX	1,800	1,690	1,820	1,880	60	3%	22.8	24.4	27.8	28.8
68			990	840	960	930	-30	-3%	39.6	33.6	38.4	32.2
75			2,930	3,300	3,030	1,820	-1,210	-40%	30.5	33.0	31.5	35.1
81			50	30	50	0	-50	-100%	13.0	15.6	26.0	
85			50	50	60	0	-60	-100%	13.0	13.0	15.6	
120			4,650	4,430	4,960	5,410	450	9%	37.8	36.0	37.9	38.0
124			1,820	2,000	2,120	2,050	-70	-3%	26.3	29.7	30.6	28.8
125			940	940	850	410	-440	-52%	20.4	20.4	17.7	16.4
128			2,010	2,200	2,130	2,700	570	27%	28.2	26.0	25.2	24.6
131			1,380	1,140	1,140	1,570	430	38%	23.9	19.8	21.2	26.3
132			1,340	1,120	1,300	1,640	340	26%	24.0	19.4	23.3	23.0
156			0	260	170	490	320	188%		11.3	7.4	17.0
166			1,200	1,190	1,090	1,310	220	20%	25.0	21.3	19.5	17.9
169			2,850	1,650	2,290	2,240	-50	-2%	44.9	26.0	36.1	35.3
ALL			79,440	81,000	78,150	82,230	4,080	5%	30.9	30.9	29.5	31.1

**** Numerous external factors impacted ridership figures between 2010 and 2012.

Sunday Ridership by Route

Fall Sunday Ridership									Fall Sunday Rides per Platform Hour			
Route	Part	Ex	2009	2010	2011	2012 ***	Change 2008- 2012	% Change 2008- 2012	2009	2010	2011	2012
C			0	0	0	3,410	3,410	100%				26.7
D			0	0	0	4,710	4,710	100%				35.5
1			1,300	1,650	1,220	940	-280	-23%	47.1	39.9	35.4	36.3
2	N		1,660	1,370	1,330	1,310	-20	-2%	43.8	41.8	40.6	40.0
2	S		1,310	1,180	980	1,140	160	16%	33.0	32.6	27.1	31.5
5			2,070	2,540	2,220	2,880	660	30%	30.0	36.8	32.2	38.8
10			1,770	910	930	1,070	140	15%	48.9	29.3	30.0	32.7
11			1,280	1,380	1,290	1,420	130	10%	41.2	44.5	44.0	45.8
12			970	680	700	580	-120	-17%	25.6	20.8	21.4	17.7
13			1,810	1,540	1,240	1,540	300	24%	50.0	47.0	37.9	47.0
14	N		580	460	380	0	-380	-100%	24.0	22.2	18.4	
14	S		1,240	1,040	1,110	0	-1,110	-100%	26.6	24.1	25.8	
14			0	0	0	1,210	1,210	100%				31.9
15			2,460	2,550	2,200	0	-2,200	-100%	40.8	42.3	34.5	
17			1,120	1,040	770	0	-770	-100%	22.4	24.1	18.6	
18			2,230	2,370	2,180	0	-2,180	-100%	37.0	39.3	36.1	
21			1,160	1,020	1,190	1,190	0	0%	18.2	16.0	16.4	21.6
22			470	300	350	80	-270	-77%	17.0	11.6	13.5	7.7
23			780	820	880	0	-880	-100%	14.6	17.0	18.2	
24			1,220	900	800	830	30	4%	20.8	16.8	16.6	17.2
26			1,570	1,510	1,270	1,380	110	9%	30.4	30.2	25.4	28.6
27			600	570	430	410	-20	-5%	17.4	16.5	13.1	23.8
28			1,690	1,740	1,420	1,450	30	2%	30.6	34.8	28.4	31.1
30			1,200	1,430	1,430	630	-800	-56%	16.2	19.7	21.3	16.6
32			0	0	0	1,270	1,270	100%				21.7
33			310	310	360	370	10	3%	10.6	13.8	16.1	21.5
36			4,050	4,080	4,460	4,660	200	4%	30.1	32.0	39.2	35.1
39			400	300	360	0	-360	-100%	11.0	10.9	13.1	
40			0	0	0	2,970	2,970	100%				30.8
44			3,380	2,900	2,530	2,730	200	8%	32.1	32.3	28.8	31.0
47			0	0	0	370	370	100%				23.8
50			0	0	0	610	610	100%				11.8
51			120	80	60	0	-60	-100%	8.7	11.6	8.7	
54			1,720	1,630	1,600	0	-1,600	-100%	24.9	23.6	23.2	
55			750	840	970	0	-970	-100%	16.7	18.7	21.6	
56			520	560	430	0	-430	-100%	21.5	23.2	13.9	
60			1,250	1,370	1,350	1,680	330	24%	25.9	19.9	19.6	22.7
61			0	0	0	230	230	100%				7.0
65			1,050	1,140	970	1,360	390	40%	16.9	22.8	20.1	21.9
66		EX	1,500	1,560	1,690	1,830	140	8%	19.8	25.9	28.0	30.3
75			1,750	1,910	2,760	1,560	-1,200	-43%	21.6	20.1	31.4	31.2
81			40	30	50	0	-50	-100%	11.6	17.4	29.0	
85			40	40	30	0	-30	-100%	11.6	11.6	8.7	
120			3,050	2,990	3,130	3,810	680	22%	36.9	36.1	37.0	42.5
124			1,480	1,530	1,810	1,690	-120	-7%	20.9	21.6	26.9	23.9
125			690	710	740	0	-740	-100%	16.0	16.5	17.2	
128			710	950	1,030	2,190	1,160	113%	17.2	23.0	24.9	20.2
131			980	730	780	1,230	450	58%	18.9	14.1	15.1	21.0
132			960	870	950	1,310	360	38%	18.0	16.3	19.0	18.5
156			0	170	140	320	180	129%		11.0	9.0	9.3
166			660	690	660	760	100	15%	29.4	21.1	20.1	21.0
169			2,460	2,140	1,810	1,760	-50	-3%	38.6	34.5	29.2	28.4
ALL			56,360	54,530	52,990	58,890	5,900	11%	23.7	23.5	23.2	24.8

**** Numerous external factors impacted ridership figures between 2010 and 2012.

C-D Line Ridership by Stop

The following two tables show the C and D Line weekday ridership by stop. Northbound, the C Line had 3,179 boardings and 653 alightings while the D Line had 4,488 boardings and 7,409 alightings. Southbound the D Line had 4,407 boardings and 1,451 alightings, while the C Line had 3,715 boardings and 6,511 alightings. The significant difference in boardings and alightings by route is a function of the fact that the transition between the routes occur before reaching downtown Seattle in each direction. Northbound, the C Line becomes the D Line after departing the stop at Southwest Avalon Way and SW Yancy Street. Southbound, the D Line becomes the C Line after departing the stop at Queen Anne Avenue North and West John Street.

The busiest stops are at 3rd Avenue and Pike Street in downtown Seattle where there are 3,287 ons and offs northbound and 2,792 ons and offs southbound. Outside of downtown Seattle, the stop pairs with over 1,000 ons and offs per weekday include:

- Alaska Junction (SW Alaska St/California Ave SW): 2,533 ons and offs.
- Ballard (15th Av NW/NW Market St): 1,466 ons and offs.
- Uptown (Queen Anne Av N/Mercer St): 1,332 ons and offs.

There are only two permanent stop pairs that fall below 100 ons and offs per day and both are located on the C Line at:

- Fautleroy Wy SW/SW Rose St: 68 ons and offs.
- California Av SW/SW Barton or Director Streets: 69 ons and offs.

Fall 2012 -- Northbound Ons and Offs					
OnStreet	CrossStreet	Ons	Offs	Ons+Offs	Trips
SW Barton St	29th Ave SW	166	0	167	93
SW Barton St	26th Ave SW	225	29	254	93
SW Roxbury St	28th Ave SW	101	24	125	93
SW Barton St	35th Ave SW	139	20	159	93
California Ave SW	SW Director St	23	9	31	93
SW Wildwood Pl	45th Ave SW	61	12	73	93
Fauntleroy Way SW	SW Barton St	169	25	194	93
Fauntleroy Way SW	SW Rose St	30	5	35	93
Fauntleroy Way SW	SW Webster St	53	11	63	93
Fauntleroy Way SW	SW Myrtle St	109	17	126	93
California Ave SW	Fauntleroy Way SW	334	56	390	93
California Ave SW	SW Findlay St	244	33	277	93
SW Alaska St	California Ave SW	985	228	1,214	93
SW Alaska St	Fauntleroy Way SW	261	38	299	93
35th Ave SW	SW Avalon Way	274	65	338	93
SW Avalon Way	SW Yancy St	7	82	89	93
Seneca St	3rd Ave	281	1,088	1,369	92
3rd Ave	Pike St	2,062	1,225	3,287	93
3rd Ave	Virginia St	426	194	621	93
3rd Ave	Bell St	196	173	369	93
3rd Ave	Vine St	125	246	370	93
1st Ave N	Denny Way	119	245	364	93
1st Ave N	Republican St	104	280	385	93
Mercer St	Queen Anne Ave N	256	258	514	93
W Mercer St	3rd Ave W	123	212	335	93
Elliott Ave W	W Prospect St	66	50	116	93
Elliott Ave W	W Galer St	22	65	87	93
15th Ave W	W Newton St	51	145	196	93
15th Ave W	W Wheeler St	27	73	101	93
15th Ave W	W Armour St	22	62	84	93
15th Ave W	W Dravus St	113	229	342	93
15th Ave W	W Emerson St	67	146	213	93
15th Ave NW	NW Leary Way	69	329	397	93
15th Ave NW	NW Market St	151	621	772	93
15th Ave NW	NW 60th St	31	197	227	93
15th Ave NW	NW 65th St	115	286	401	93
15th Ave NW	NW 70th St	25	98	123	93
15th Ave NW	NW 75th St	15	114	129	93
15th Ave NW	NW 80th St	6	140	145	93
NW 85th St	15th Ave NW	14	489	503	93
8th Ave NW	NW 90th St	1	34	36	93
NW 100th Pl	8th Ave NW	0	163	163	93
NW 100th Pl	7th Ave NW	0	247	268	93
	C Line	3,179	653	3,833	
	D Line	4,488	7,409	11,918	
	TOTAL*	7,667	8,063	15,751	

* : Total stop-level ridership does not sum to route level ridership due to differences in data processing

Fall 2012 -- Southbound Ons and Offs					
OnStreet	CrossStreet	Ons	Offs	Ons+Offs	Trips
NW 100th PI	8th Ave NW	121	0	121	91
NW 100th PI	7th Ave NW	321	0	484	154
Holman Rd NW	Mary Ave NW	150	11	161	91
15th Ave NW	NW 85th St	370	16	385	91
15th Ave NW	NW 80th St	125	7	132	92
15th Ave NW	NW 75th St	104	19	123	91
15th Ave NW	NW 70th St	131	34	165	92
15th Ave NW	NW 65th St	314	75	389	91
15th Ave NW	NW 60th St	221	29	250	91
15th Ave NW	NW Market St	542	151	694	91
15th Ave NW	NW Leary Way	332	53	385	91
15th Ave W	W Emerson St	124	74	197	91
15th Ave W	W Dravus St	239	137	376	92
15th Ave W	W Armour St	65	21	86	91
15th Ave W	W Wheeler St	89	30	119	93
15th Ave W	W Armory Way	135	43	178	92
Elliott Ave W	W Galer St	50	30	80	91
Elliott Ave W	W Prospect St	40	101	141	91
W Mercer St	3rd Ave W	276	126	402	91
Queen Anne Ave N	W Mercer St	451	367	818	91
Queen Anne Ave N	W John St	207	128	335	91
3rd Ave	Cedar St	230	165	395	90
3rd Ave	Bell St	249	228	478	95
3rd Ave	Virginia St	193	441	634	97
3rd Ave	Pike St	1,293	1,499	2,792	95
3rd Ave	Seneca St	591	423	1,014	96
Columbia St	2nd Ave	563	304	868	95
SW Avalon Way	SW Bradford St	63	213	276	95
35th Ave SW	SW Avalon Way	86	353	439	95
SW Alaska St	38th Ave SW	35	251	286	95
SW Alaska St	California Ave SW	220	1,100	1,319	95
California Ave SW	SW Findlay St	27	239	266	96
Fautleroy Way SW	California Ave SW	65	290	355	97
Fautleroy Way SW	SW Myrtle St	19	97	116	95
Fautleroy Way SW	SW Webster St	7	42	50	95
Fautleroy Way SW	SW Rose St	3	30	33	96
Fautleroy Way SW	SW Barton St	21	189	211	96
SW Wildwood PI	46th Ave SW	13	57	70	95
California Ave SW	SW Barton St	7	31	38	96
SW Barton St	35th Ave SW	12	146	158	95
SW Barton St	29th Ave SW	18	411	430	95
	C Line	3,715	6,511	10,226	
	D Line	4,407	1,451	6,022	
	TOTAL*	8,122	7,962	16,247	

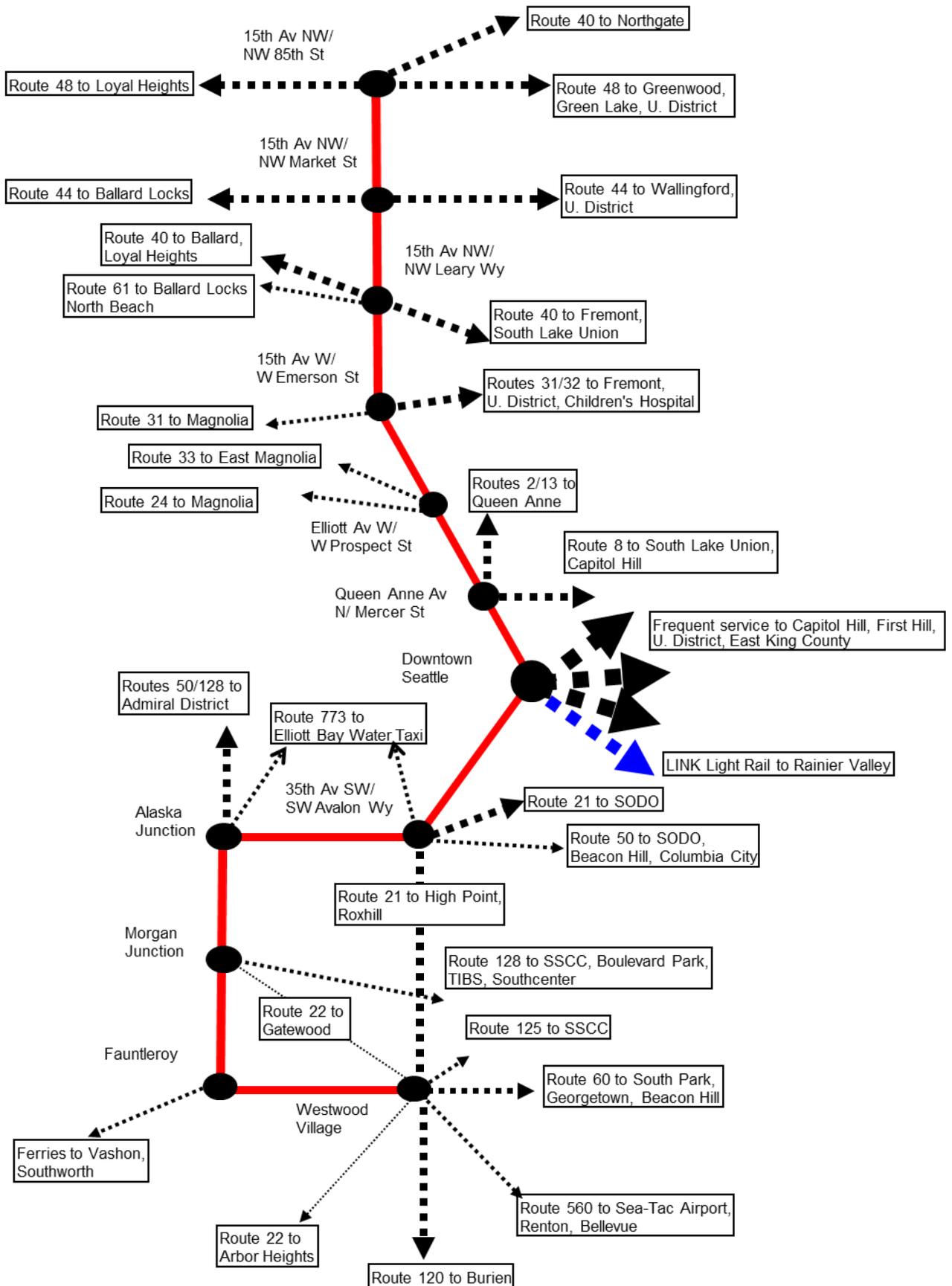
* : Total stop-level ridership does not sum to route level ridership due to differences in data processing

RapidRide/Bus Connections

There are many connections between the RapidRide Lines and regular bus routes. The following table and accompanying diagram show where connections are made.

Station	Route	Connections to:
15th Av NW/ NW 85th St	40	Northgate
	48	Loyal Heights, Greenwood, Green Lake, U. District
15th Av NW/ NW Market St	44	Ballard Locks, Wallingford, U. District
15th Av NW/ NW Leary Wy	40	Fremont, South Lake Union
	61	Ballard, Ballard Locks, North Beach
15th Av W/ W Emerson St	31	Magnolia, SPU, Fremont, Wallingford, U. District, Children's Hospital
	32	SPU, Fremont, Wallingford, U. District, Children's Hospital
Elliott Av W/ W Prospect St	24	Central Magnolia
	33	East Magnolia, Discovery Park
Queen Anne Av N/ Mercer St	1	Kinnear
	2	West Queen Anne
	8	South Lake Union, Capitol Hill, Madison Valley, Central District, Rainier Valley
	13	Seattle Pacific University, Queen Anne
35th Av SW/ SW Avalon Wy	21	SODO, High Point, Roxhill
	50	North Delridge, SODO, Beacon Hill, Columbia City, Seward Park
	773	Seacrest Dock (Elliott Bay Water Taxi)
Alaska Junction	22	Gatewood, Arbor Heights
	50	Alki, Admiral District
	128	Admiral District
	773	Seacrest Dock (Elliott Bay Water Taxi)
Fauntleroy Wy SW/ California Av Sw	22	Gatewood, Arbor Heights
	128	South Seattle CC, White Center, Boulevard Park, Tukwila International Blvd Station, Southcenter
Fauntleroy Ferries	WSF	Vashon, Southworth
Westwood Village	21	High Point, Roxhill
	22	Gatewood, Arbor Heights
	60	White Center, South Park, Georgetown, Beacon Hill, First Hill
	120	Burien, White Center, North Delridge
	125	South Seattle CC
	560	Burien, Sea-Tac Airport, Renton, Bellevue

RapidRide/Bus Connections (Line thickness indicates frequency of service)



New Bus Connections

RapidRide allowed Metro to restructure service and change routes that would have competed with RapidRide between downtown Seattle and Ballard/West Seattle. In restructuring the routes a number of new connections were created. These new connections are as follows:

- Route 21 was revised to create a new connection between High Point, Roxhill and Westwood Village.
- New route 32 was created forming a new connection between Interbay, Fremont and the U. District.
- New route 40 was created forming a new connection between Ballard and Fremont.
- New route 50 was created forming new connections between Alki, Admiral District, Alaska Junction, North Delridge, SODO, VA Hospital, Beacon Hill, Columbia City, Seward Park and Othello Station.
- Route 60 was extended from White Center to Westwood Village.
- Route 120 was revised to create a new connection between North Delridge, Westwood Village and Burien.
- Route 156 was extended to Des Moines, creating a connection with Sea-Tac and Southcenter.

It is important to note that these new connections were made possible by reducing low productivity services and segments as well as RapidRide replacing service that travelled into downtown Seattle and the redistribution of those resources to the routes shown above. Without these resources it is likely that travel by transit between the points mentioned above would have continued to be difficult and time consuming.

Segmental Bus Ridership Results

In order to better understand changes in ridership on a local level this section of the report will focus on changes in boardings and alightings by corridor segment.

North Seattle

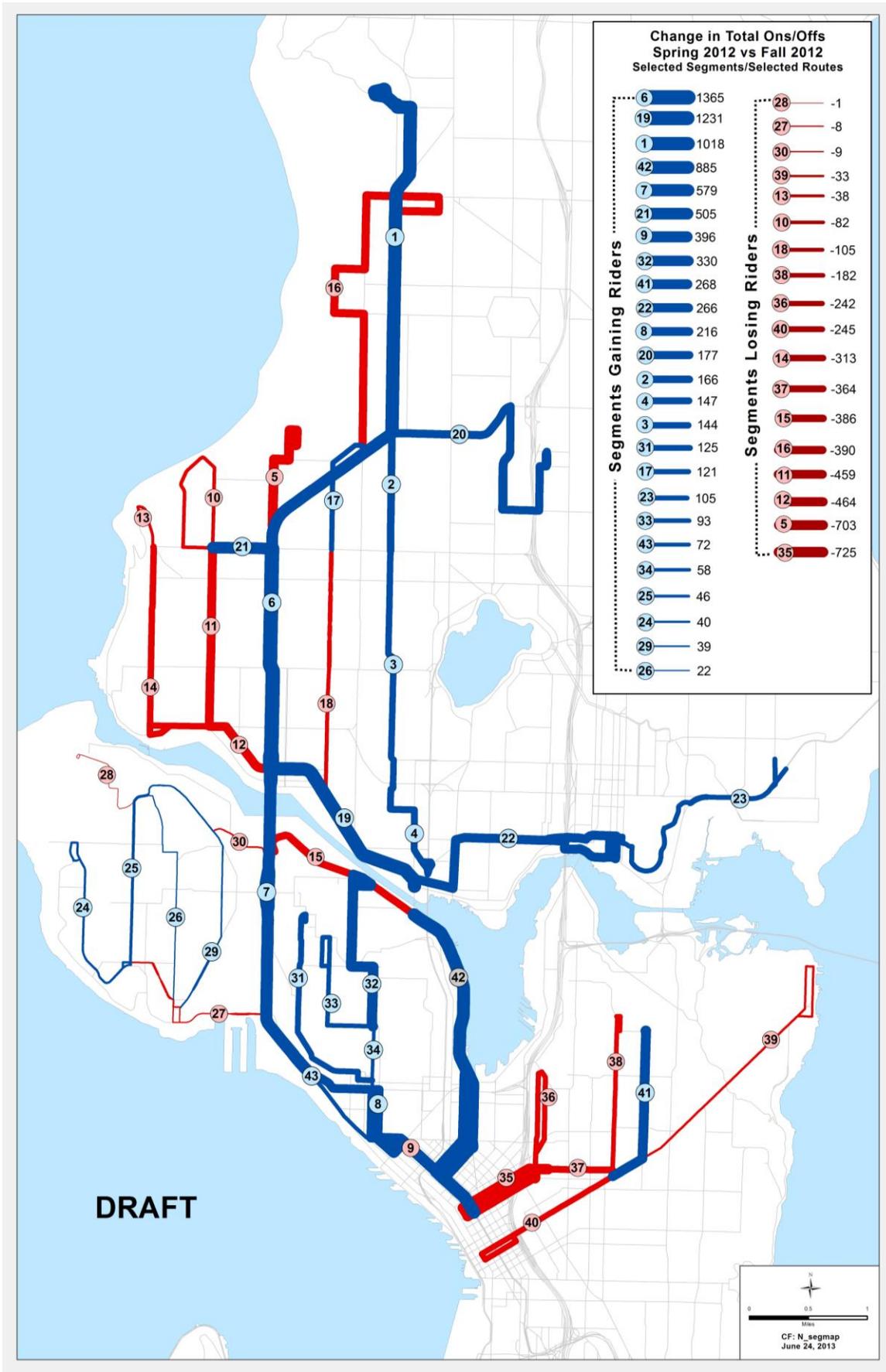
The map on the following page shows the corridors analyzed within North Seattle. For each corridor, a blue line indicates an increase in boardings and alightings and a red line shows a decrease in boardings and alightings. The thickness of the line is correlated with the amount of increase or decrease so a thick line indicates a large change and a thin line a small change.

Overall in North/Northwest Seattle, boardings and alightings along the corridors analyzed have improved by 3.6% between Spring 2012 and Fall 2012. It is important to remember that a change in activity along a segment may not be completely attributable to changes within the corridor as what happens on other corridors may impact boardings and alightings. Furthermore, where network changes have induced new transfers or eliminated previous transfers, boardings and alightings at transfer points along the corridors may increase or decrease.

	Ons+Offs
Spring 2012	101,815
Fall 2012	105,480
Change	3,665
	3.6%

After the map on the next page, the following corridors are analyzed for changes in bus boardings and alightings:

- Greenwood/Phinney Avenue North (4 segments)
- 15th Avenue NW/W (3 segments).
- Uptown.
- Belltown/3rd Ave.
- 24th Avenue NW (2 segments).
- 32nd Avenue NW (2 segments).
- Leary Avenue NW/NW Leary Wy (2 segments)
- West Nickerson St/Westlake Ave N (2 segments)
- 3rd Ave NW/8th Ave NW (3 segments)
- N 105th St/Holman Rd N (2 segments)
- N 40th Street
- Stevens Wy/NE 45th St
- Magnolia (7 segments)
- Elliott Ave W
- Queen Anne Hill (4 segments)
- Capitol Hill/First Hill (7 segments)



Greenwood/Phinney Av N:

Changes that occurred in the Greenwood/Phinney Av N corridor include:

- **Route 5** was revised so that all trips would begin/end at Shoreline Community College instead of alternating trips beginning/ending at Northgate Transit Center

The following segments are studied within this corridor:

ID #	From:	To:	Spring 2012		Fall 2012		Change	
			Routes	Ons+Offs	Routes	Ons+Offs	Raw	Percent
1	Shoreline CC	N 105th/Holman Rd	5	1358	5	2376	1018	75%
2	N 105th/Holman Rd	N 85th St	5	1643	5	1809	166	10%
3	N 85th St	N 46th St	5	2739	5	2883	144	5%
4	N 46th St	N 38th/Aurora	5	1550	5	1697	147	9%

Activity in the northernmost segment from Shoreline Community College to North 105th Street increased by 75% due to the increase in peak and midday frequency from 30-minutes to 15-minutes and due to the elimination of off-peak transit service on 3rd Avenue Northwest (1/4 mile west of Greenwood Avenue North). Activity in the other three segments in the Greenwood/Phinney Avenue North corridor increased between 5% and 10% even though there was no change in service. The increase in ridership may be due to several factors including:

- Improved reliability due to a simplified route structure.
- Improved reliability due to a more reliable through-route partner (Route 21 vs. Routes 54/55).
- More riders travelling north to Shoreline Community College or other destinations north of North 105th Street.
- Continued population growth as a result of more apartments being constructed along the corridor.

15th Avenue NW/W:

Changes that occurred in the 15th Avenue NW/W corridor include:

- **D Line** was implemented.
- **Route 15 Local** was discontinued.
- The number of trips on **Route 15 Express** was reduced.
- **Route 18 Local** was discontinued.
- **Route 32** was created connecting Uptown, Interbay, Fremont, Wallingford, U. District and Children's Hospital.

The following segments are studied within this corridor:

ID #	From:	To:	Spring 2012		Fall 2012		Change	
			Routes	Ons+Offs	Routes	Ons+Offs	Raw	Percent
5	NW 105th St	NW 85th St	15	932	15	229	-703	-75%
6	NW 85th St	NW Leary Wy	15	3237	15, D	4602	1365	42%
7	NW Leary Wy	W Mercer Pl	15, 18	2942	15, 17, 18, 32, D	3521	579	20%

In the 15th Avenue Northwest/West corridor, activity north of Northwest 85th Street dropped 75% as all-day service was eliminated. The segment between Northwest 85th Street and Northwest Leary Way saw an increase of 42% in weekday activity due to the higher frequency of the D Line compared to former Route 15 Local. Additionally, it is likely that some former Route 18 Local riders may be now walking to 15th Avenue Northwest to ride the D Line, which may account for a portion of the 13% decrease in rider activity along 24th Ave NW between Northwest 85th and Market Streets. In the segment between Northwest Leary Way and West Mercer Place, activity increased by 20%. The growth in activity is somewhat surprising given that the midday and Saturday frequency of the D Line is worse than previous Routes 15 and 18 combined (15-minutes versus 10-minutes). New Route 32 is likely partially responsible for the increase in activity along the corridor as this route provides a new connection between North Seattle and Interbay.

Uptown (W Mercer Pl, Queen Anne Av N, 1st Av N):

Changes that occurred in Uptown include:

- **D Line** was implemented.
- **Route 1** frequency was increased in the peak period and reduced in the midday. In addition, the through-route was changed from Route 36 to Route 14.
- **Route 2 Express** was replaced by **Route 29**.
- **Route 15 Local** was discontinued.
- The number of trips on **Route 15 Express** was reduced.
- **Route 18 Local** was discontinued.
- **Route 30** was discontinued between the U. District and Uptown.
- **Route 32** was created connecting Uptown, Interbay, Fremont, Wallingford, U. District and Children's Hospital.

The following segment was studied:

ID #	From:	To:	Spring 2012		Fall 2012		Change	
			Routes	Ons+Offs	Routes	Ons+Offs	Raw	Percent
8	15th Ave W	1st/Denny	1, 2, 13, 15, 18, 30	5954	1, 2, 13, 32, D	6170	216	4%

Rider activity in the Uptown area has increased by 4%. This is interesting given that the number of trips per hour in the midday and Saturday was reduced slightly due to the frequency reduction of Route 1 and D Line compared with Routes 15 and 18 Local. The growth in activity may be due to marketing efforts for the D Line and continued growth in population in the Uptown/Queen Anne area as more high-density housing is built.

Belltown/3rd Avenue

Changes that occurred in this corridor include:

- **D Line** was implemented.
- **Route 1** frequency was increased in the peak period and reduced in the midday. In addition, the through-route was changed from Route 36 to Route 14.
- **Route 2 Express** was replaced by **Route 29**.
- **Route 15 Local** was discontinued.
- The number of trips on **Route 15 Express** was reduced.
- **Route 18 Local** was discontinued.

The following segment was studied within this corridor:

ID #	From:	To:	Spring 2012		Fall 2012		Change	
			Routes	Ons+Offs	Routes	Ons+Offs	Raw	Percent
9	1st/Denny	3rd/Pike St	1, 2, 13, 15, 18	16,759	1, 2, 13, C, D	17,155	396	2%

Rider activity grew by 2% in the 3rd Avenue corridor through the Belltown neighborhood. Among the routes analyzed, the number of midday and Saturday trips was slightly reduced, so the growth in activity is likely due to population and employment growth in the area.

24th Avenue Northwest Corridor

Changes that occurred in the 24th Avenue Northwest corridor include:

- **Route 18** was discontinued
- **Route 40** was created connecting Northgate, Ballard, Fremont, South Lake Union and downtown Seattle.
- **Route 61** was created to serve North Beach and 32nd Avenue Northwest.
- **Route 75** was truncated to no longer travel west of Northgate Transit Center.

The following segments are studied within this corridor:

ID #	From:	To:	Spring 2012		Fall 2012		Change	
			Routes	Ons+Offs	Routes	Ons+Offs	Raw	Percent
10	24th NW/NW 85th	28th NW/NW 85th	18	263	18, 61	181	-82	-31%
11	24th NW/NW 85th	NW Market St/Ballard Av NW	18, 75	3594	18, 40	3135	-459	-13%

Activity in the North Beach area (north of Northwest 85th Street) fell by 31% due to the reduction in frequency and the fact that riders from this area now need to transfer to reach destinations south of Ballard. Activity along 24th Avenue Northwest between Northwest 85th Street and Northwest Market Street fell by 13% likely as a result of former Route 18 riders walking over to 15th Avenue Northwest, which had a 42% gain in rider activity. We expect, however, that activity on Route 40 in this corridor is likely to grow as riders discover the new and improved connections that can be made to Northgate, Fremont and South Lake Union.

32th Avenue Northwest Corridor

Changes that occurred in the 32nd Avenue Northwest corridor include:

- **Route 17 Local** was discontinued
- **Route 61** was created to provide service in North Beach and on 32nd Avenue Northwest.

The following segments are studied within this corridor:

ID #	From:	To:	Spring 2012		Fall 2012		Change	
			Routes	Ons+Offs	Routes	Ons+Offs	Raw	Percent
13	32nd NW/NW 85th St	Loyal/View	17	65	17	27	-38	-58%
14	32nd NW/NW 85th St	NW Market St/Ballard Av NW	17	1469	17, 29, 61	1156	-313	-21%

North of Northwest 85th Street, all off-peak service was eliminated so activity dropped by 58%. However, most of this activity is likely to have been drivers who board and alight to stretch their legs and get some fresh air at the route terminal. Activity along 32nd Avenue Northwest between Northwest 85th Street and Northwest Market Street dropped by 16% as riders no longer have a no-transfer trip during the off-peak to reach destinations south of Ballard. Some former Route 17 riders may be walking over to 24th Avenue Northwest to ride Route 40.

Leary Av NW/NW Leary Wy

Changes that occurred in the Leary Avenue Northwest/Northwest Leary Way corridor include:

- **Routes 17 and 18 Local** were discontinued.
- **Route 40** was created connecting Northgate, Ballard, Fremont, South Lake Union and downtown Seattle
- **Route 61** was created to serve North Beach and 32nd Avenue Northwest.

The following segment is studied within this corridor:

ID #	From:	To:	Spring 2012		Fall 2012		Change	
			Routes	Ons+Offs	Routes	Ons+Offs	Raw	Percent
12	NW Market St/Ballard Av NW	15th Av NW/NW Leary Wy	17, 18	1145	17, 18 ,40, 61	681	-464	-41%
19	15th Av NW/NW Leary Wy	Fremont Av N/N 34th St	28	1236	28, 40	2467	1231	100%

Rider activity on Leary Avenue Northwest between Northwest Market Street and 15th Avenue Northwest has gone down by 41% likely due to former Route 18 riders who are now walking to a RapidRide D Line stop. This segment of the D Line includes two of the busiest stops along the RapidRide corridor with more than 2,200 daily boardings and alightings. Along the segment of Northwest Leary Way between 15th Avenue Northwest rider boardings and alightings doubled due to the introduction of Route 40 providing a new and frequent connection between Ballard and Fremont.

West Nickerson Street/Westlake Avenue North Corridor

Changes that occurred in the West Nickerson Street/Westlake Avenue North corridor include:

- **Route 17 Local** was discontinued.
- **Route 30** was revised to no longer travel west of the U. District.
- **Route 32** was created to connect Seattle Center, Interbay, West Nickerson Street, Fremont, Wallingford, U. District and Children's Hospital.
- **Route 40** was created connecting Northgate, Ballard, Fremont, South Lake Union and downtown Seattle

The following segments were studied within this corridor:

ID #	From:	To:	Spring 2012		Fall 2012		Change	
			Routes	Ons+Offs	Routes	Ons+Offs	Raw	Percent
15	15th Av NW	Fremont Av N	17, 31	1387	29, 31, 32, 62	1001	-386	-28%
42	W Nickerson St/Fremont Av N	3rd/Pike St	17, 30	2732	40, 62	3617	885	32%

Unsurprisingly, activity on West Nickerson Street between 15th Avenue West and Fremont Avenue North dropped by 28% due to the elimination of Route 17. Some of the riders who used to use Route 17 now are likely walking to 15th Avenue West, 3rd Avenue North or Fremont Avenue North to catch alternative service. The increase in frequency provided by Routes 32 between the University District and West Nickerson Street is likely to generate new rides over the next couple years.

In the segment between the Fremont Bridge and downtown Seattle along Westlake Avenue North, activity increased by 32% as new Route 40 is twice as frequent as Route 17 for most of the day. The elimination of Route 30 in this segment appears to not have impacted activity significantly.

3rd Avenue Northwest/8th Avenue Northwest Corridor

Changes that occurred in the 3rd Avenue Northwest/8th Avenue Northwest corridor include:

- **Route 28 Local** was truncated to no longer travel north of Northwest 103rd Street.
- **Route 28 Express** added two morning trips.

The following segments were studied within this corridor:

ID #	From:	To:	Spring 2012		Fall 2012		Change	
			Routes	Ons+Offs	Routes	Ons+Offs	Raw	Percent
16	Linden Av N/N 143rd	NW 103rd St/3rd Av NW	28	619	28	229	-390	-63%
17	NW 103rd St/3rd Av NW	8th Av NW/NW 85th St	28	416	28	537	121	29%
18	8th Av NW/NW 85th St	8th Av NW/NW Leary Wy	28	1871	28	1766	-105	-6%

Due to off-peak service elimination north of Northwest 103rd Street, rider activity fell by 63% as riders in this area now need to walk to Greenwood Avenue North (where service frequency was doubled and rider activity increased by 75%). In the segment between Northwest 103rd Street and Northwest 85th Street, rider activity increased by 29%. Part of this increase may be due to riders walking south along 3rd Avenue Northwest to reach the new terminus of Route 28.

Rider activity in the segment between Northwest 85th Street and Northwest Leary Way fell by 6%. It is assumed that the drop in activity is due to riders now choosing to walk to 15th Avenue Northwest or Northwest Leary Way to ride the D Line or new Route 40.

North 105th Street/Holman Road Corridor

Changes that occurred in the North 105th Street/Holman Road corridor include:

- **Route 5** was revised so that all trips would begin/end at Shoreline Community College instead of alternating trips beginning/ending at Northgate Transit Center
- **Route 40** was created connecting Northgate, Ballard, Fremont, South Lake Union and downtown Seattle.
- **Route 75** was truncated to no longer travel west of Northgate Transit Center.

The following segments are studied within this corridor:

ID #	From:	To:	Spring 2012		Fall 2012		Change	
			Routes	Ons+Offs	Routes	Ons+Offs	Raw	Percent
20	Northgate Transit Center	Greenwood Av N/N 105th	5, 75	3348	40	3525	177	5%
21	Greenwood Av N/N 105th	24th NW/NW 85th	75	835	40	1340	505	60%

Rider activity in the North 105th Street corridor between Northgate Transit Center and Greenwood Avenue North increased by 5%. This increase in activity is likely due to the need for riders along the Greenwood Avenue North corridor south of North 105th Street needing to transfer to now reach Northgate. In the segment west of Greenwood Avenue North, however, the growth in activity of 60% is primarily related to the fact that Route 40 provides 15-minute frequency on weekday and Saturday compared to Route 75 that only provided 30-minute frequency.

North 40th Street Corridor

Changes that occurred in the North 40th Street corridor include:

- **Route 30** was revised to no longer travel west of the U. District.
- **Route 32** was created to connect Seattle Center, Interbay, West Nickerson Street, Fremont, Wallingford, U. District and Children's Hospital.

The following segment was studied within this corridor:

ID #	From:	To:	Spring 2012		Fall 2012		Change	
			Routes	Ons+Offs	Routes	Ons+Offs	Raw	Percent
22	Fremont Av N/N 34th St	NE Campus Pkwy/Brooklyn Av N	30, 31	2028	31, 32	2294	266	13%

Rider activity on the segment of North 40th Street between the transit “hubs” at Fremont and the U. District increased by 13%. As there was no change in frequency in this segment the increase in activity could be attributed to the new and improved connections that the routes make. From this corridor, it is now possible to reach employment sites in Interbay/Elliott Avenue West and at Children's Hospital without the need to transfer.

Stevens Way/NE 45th Street corridor

Changes that occurred in the Stevens Way/NE 45th Street corridor include:

- **Route 31** was revised to through-route with Route 65 so all trips serve Children’s Hospital.
- **Route 32** was created to connect Seattle Center, Interbay, West Nickerson Street, Fremont, Wallingford, U. District and Children’s Hospital.

The following segment is studied within this corridor:

ID #	From:	To:	Spring 2012		Fall 2012		Change	
			Routes	Ons+Offs	Routes	Ons+Offs	Raw	Percent
23	NE Campus Pkwy/Brooklyn Av N	Sand Point Wy NE/NE 40th St	31, 65, 67, 68, 75	10008	31, 32, 65, 67, 68, 75	10113	105	1%

There was virtually no change (+1%) in rider activity in the Stevens Way/NE 45th Street corridor between Spring 2012 and Fall 2012. However, as the changes in the corridor linked two routes (65 and 75) that previously ended in U. District with routes (31 and 32) that continue west across town, the amount of transferring may have been reduced as customers can now stay on one bus to make a trip. As a reduction in transferring results in less boardings and alightings, we expected to see a small drop in rider activity. Since we actually saw a small increase in rider activity, the changes appear to have attracted some new riders to the system.

Magnolia

Changes that occurred on Magnolia include:

- Night service on **Route 24** was reduced to no longer operate after approximately 10 p.m.
- **Route 33** frequency was improved to every 30-minutes during the midday on weekdays.

The following segments were studied on Magnolia:

ID #	From:	To:	Spring 2012		Fall 2012		Change	
			Routes	Ons+Offs	Routes	Ons+Offs	Raw	Percent
24	Magnolia Blvd W/W Emerson St	34th Av W/W McGraw St	19, 24	300	19, 24	340	40	13%
25	34th Av W/W McGraw St	W Government Wy/32nd Av W	24	466	24	512	46	10%
26	W Government Wy/32nd Av W	28th Av W/W Blaine St	24	486	24	508	22	5%
27	28th Av W/W Blaine St	15th Av W/W Garfield St	19, 24, 31, 33	171	19, 24, 31, 33	163	-8	-5%
28	Illinois Ave/Texas Wy	34th Av W/W Government Wy	33	137	33	136	-1	-1%
29	34th Av W/W Government Wy	Thorndyke W/W Blaine St	33	833	33	872	39	5%
30	34th Av W/W McGraw St	15th Av W/W Emerson St	31	439	31	430	-9	-2%

There were small increases in rider activity along Magnolia segments of Route 24 and 33. The modest increase in activity on Route 33 may be attributable to the increased midday frequency. The only change to Route 24 was a reduction in evening span of service, so the small ridership gains are not explained by any changes made. The segments that changed by less than 10 boardings and alightings may simply represent natural variability in ridership.

Elliott Avenue West corridor

Changes that occurred on the Elliott Avenue West corridor include:

- Night service on **Route 24** was reduced to no longer operate after approximately 10 p.m.
- **Route 33** frequency was improved to every 30-minutes during the midday on weekdays.

The following segment was studied:

ID #	From:	To:	Spring 2012		Fall 2012		Change	
			Routes	Ons+Offs	Routes	Ons+Offs	Raw	Percent
43	15th Av W/W Garfield St	1st/Denny	19, 24, 33	862	19, 24, 33	934	72	8%

Activity grew by 8% along the Elliott Avenue West corridor on routes 19, 24 and 33. Route 33 was improved during the midday to operate more frequently, while at the same time trips were adjusted for better staggering with Route 24 to provide an effective 15-minute frequency.

Queen Anne

Changes that occurred on Queen Anne include:

- **Route 1** frequency was increased in the peak period and reduced in the midday. In addition, the through-route was changed from Route 36 to Route 14.
- **Route 2 Express** was replaced by **Route 29**.

The following segments were studied:

ID #	From:	To:	Spring 2012		Fall 2012		Change	
			Routes	Ons+Offs	Routes	Ons+Offs	Raw	Percent
31	W Fulton/10th Av W	Queen Anne Av N/W Mercer St	1	690	1	815	125	18%
32	3rd Av W/W Nickerson St	Queen Anne Av N/W Galer St	13	1138	13, 29	1468	330	29%
33	7th Av W/W Raye St	Queen Anne Av N/W Galer St	2	759	2, 29	852	93	12%
34	Queen Anne Av N/W Galer St	Queen Anne Av N/Denny Wy	2, 13	1219	2, 13, 29	1277	58	5%

The segment along 10th Avenue West and Olympic Way West saw an 18% growth in activity even though midday frequency was reduced from 20-minutes to 30-minutes. Some of the growth could be a result of improved peak period frequency.

Rider activity along the 3rd Avenue West corridor and Queen Anne Avenue North corridor north of West Galer Street increased by 29%. There were no changes in the schedule for Route 13, but Route 29 was created to replace Route 2 Express and the route was extended to Ballard via 3rd Avenue West giving riders more frequent service to downtown Seattle. Additionally, the elimination of Route 17 may have resulted in some riders along West Nickerson Street walking to the Route 13 terminus for service into downtown Seattle.

The West Queen Anne segment along 6th Avenue West and West Galer Street produced a 12% increase in activity potentially due to new Route 29 providing more service than previous Route 2 Express.

Along the portion of Queen Anne Avenue North that is served by Routes 2, 13 and 29, rider activity increased by 5%. There were no major changes in service levels, so the ridership growth is either due to natural variation or overall ridership growth.

Capitol Hill/First Hill

Changes that occurred on Capitol Hill and First Hill include:

- **Route 10** is no longer through-routed with **Route 12** as trips on both routes “live-loop” in downtown Seattle (meaning they return to Capitol Hill/First Hill without taking a layover in downtown Seattle)
- **Route 11** is no longer through-routed with **Route 125** as trips on both routes “live-loop” in downtown Seattle.
- **Route 14 North** was replaced by **Route 47**, which is “live-looped” in downtown Seattle. **Route 47** operates a little less frequently than **Route 14 North** and ends service around 10 p.m. instead of midnight.

The following segments were studied:

ID #	From:	To:	Spring 2012		Fall 2012		Change	
			Routes	Ons+Offs	Routes	Ons+Offs	Raw	Percent
35	Pine St/Bellevue Av	Pine St/Bellevue Av	10, 11, 14	9081	10, 11, 47	8356	-725	-8%
36	Bellevue/Bellevue	Pine St/Bellevue Av	14	1061	47	819	-242	-23%
37	Pine St/Bellevue Av	15th Av E/E Pine St	10, 11	4348	10, 11	3984	-364	-8%
38	15th Av E/E Pine St	15th Av E/E Garfield St	10	2473	10	2291	-182	-7%
39	15th Av E/E Pine St	42nd Av E/E McGilvra St	11	2288	11	2255	-33	-1%
40	1st Ave/Marion St	15th Av E/E Madison St	12	5569	12	5324	-245	-4%
41	15th Av E/E Madison St	19th Av E/E Galer St	12	1365	12	1633	268	20%

Rider activity along Pine and Pike Streets dropped 8% between Spring 2012 and Fall 2012 on routes 10, 11 and 47 (14). At the same time, however, routes 43 and 49 saw an increase of over 2,100 in activity in the segment. So the reduction in activity on routes 10, 11 and 47 could be due to riders now using routes 43 or 49 instead.

The reduction in service on Route 47 (formerly Route 14) resulted in a 23% loss in activity in the Summit neighborhood. Many riders can use Route 43 that serves the southern part of the neighborhood.

Activity along Pine Street east of Bellevue Avenue fell by 8% and again was likely impacted by riders switching to using Route 49 instead of routes 10 or 11.

The loss of 7% of activity along 15th Avenue East could be a result of some riders now choosing to use Route 12 along the 19th Avenue East corridor where activity increased by 20% and benefitted from an increase in the number of daily trips serving the corridor.

Activity along Madison Street both east and west of 15th Avenue East was virtually unchanged as there was no change in service levels on either segment.

Southwest Seattle and Southwest King County Corridors

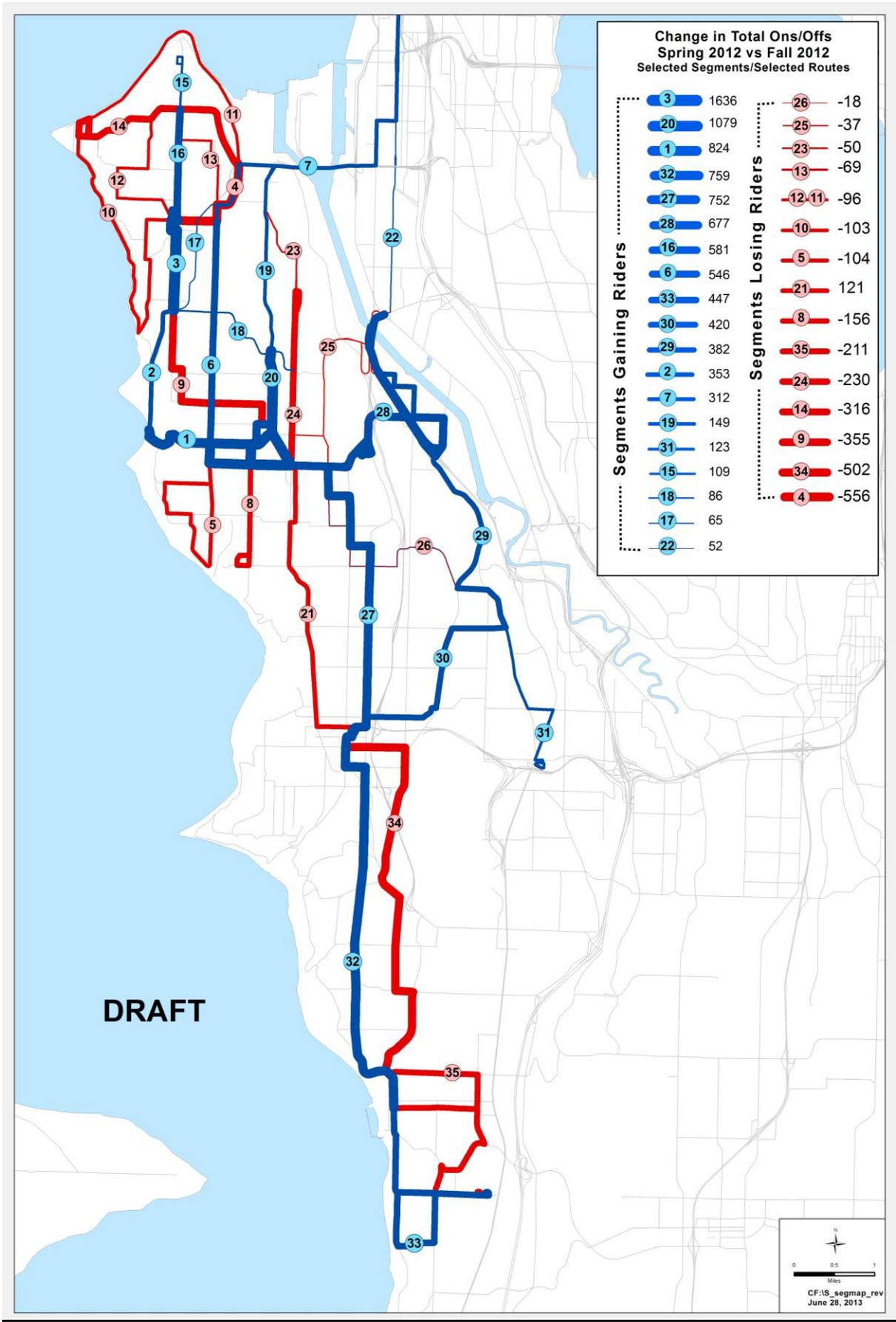
The map on the following page shows the corridors analyzed within Southwest Seattle and Southwest King County. For each corridor, a solid line indicates an increase in boardings and alightings and a dashed line shows a decrease in boardings and alightings.

Bus boardings and alightings in Southwest Seattle and Southwest King County have improved by 14.1% between Spring 2012 and Fall 2012. However, it is important not to confuse boarding and alighting with ridership change as there may be more transferring which leads to more boardings and alightings but not more rides.

	Ons+Offs
Spring 2012	44,830
Fall 2012	51,162
Change	6,332
	14.1%

After the map on the next page, the following corridors are analyzed for changes in boardings and alightings:

- Southwest Barton Street
- Fautleroy Way Southwest (2 Segments)
- California Avenue Southwest (3 segments).
- Southwest Alaska Street/Avalon Way Southwest
- Arbor Heights.
- 35th Avenue Southwest.
- Avalon Way Southwest/4th Avenue South (SODO)
- 26th Avenue Southwest (Shorewood)
- Gatewood/Westwood
- Beach Drive Southwest
- Alki Avenue Southwest/Harbor Avenue Southwest
- Genesee Hill
- Southwest Hanford Street/35th Avenue Southwest
- Southwest Admiral Way
- Sylvan Way Southwest
- Delridge Way Southwest/Ambaum Blvd Southwest (3 segments)
- 4th Avenue South
- Southwest Dawson Street/16th Avenue Southwest (2 segments)
- Highland Park (9th Avenue Southwest)
- Boulevard Park (South 116th Street)
- 1st Avenue South (2 segments)
- Southwest Roxbury Street/South Cloverdale Street
- Des Moines Memorial Drive (2 segments)
- Military Road
- 8th Avenue South
- Des Moines (2 segments)



Southwest Barton Street:

Changes that occurred in the Southwest Barton Street corridor include:

- **Rapid Ride C Line** replaced **Route 54**.

The following segment is studied within this corridor:

ID #	From:	To:	Spring 2012		Fall 2012		Change	
			Routes	Ons+Offs	Routes	Ons+Offs	Raw	Percent
1	26th Av SW/SW Barton St	Fauntleroy Ferry	54	1084	C	1908	824	76%

In the Southwest Barton Street corridor, rider activity increased by 76%. A large part of the increase is due to the fact that transfers are now occurring at Westwood Village instead of White Center. Note that about 300 weekday Route 54 boardings and alightings occurred at White Center in Spring 2012.

Fauntleroy Way Southwest:

Changes that occurred in the Fauntleroy Way Southwest corridor include:

- **Rapid Ride C Line** replaced **Route 54 Local** and **Route 54 Express**.
- **Route 116** was improved by adding additional trips.

The following segments are studied within this corridor:

ID #	From:	To:	Spring 2012		Fall 2012		Change	
			Routes	Ons+Offs	Routes	Ons+Offs	Raw	Percent
2	Fauntleroy Ferry	Fauntleroy Wy SW/California Av SW	54, 116	951	C, 116	1304	353	37%
17	Fauntleroy Wy SW/California Av SW	35th Av SW/Fauntleroy Wy SW	116, 118, 119	156	116, 118, 119	221	65	42%

In the segment between the Fauntleroy Ferry Terminal and California Avenue Southwest, rider activity increased by 37%. Routes 116, 118 and 119 in the portion of Fauntleroy Way Southwest between California Avenue Southwest and 35th Avenue Southwest gained 42% as a result of the cancellation of Route 54 Express.

California Avenue Southwest

Changes that occurred on the California Avenue Southwest corridor include:

- **Rapid Ride C Line** replaced **Route 54 Local**.
- **Route 22** was shortened to only operate between Alaska Junction and Arbor Heights and frequency was reduced to hourly.
- **Route 50** was created to connect Alki, Admiral District, Alaska Junction, North Delridge, SODO, VA Hospital, Beacon Hill, Columbia City, Seward Park and Othello Station.
- **Route 55** was converted to a peak-only service.
- **Route 128** was extended north to the former **Route 55** terminal, frequency improved on Sunday and service extended to operate until approximately midnight.

The following segments are studied within this corridor:

ID #	From:	To:	Spring 2012		Fall 2012		Change	
			Routes	Ons+Offs	Routes	Ons+Offs	Raw	Percent
3	Fauntleroy Wy SW/California Av SW	SW Alaska St/California Av SW	22, 54, 128	2751	C, 22, 128	4387	1636	59%
15	SW Atlantic St/California Av SW	SW Admiral Way/California Av SW	55	393	55, 128	502	109	28%
16	Way/California Av SW	SW Alaska St/California Av SW	55, 128	2225	50, 55, 128	2806	581	26%

The section of California Avenue Southwest between Morgan Junction (Fauntleroy Wy SW) and Alaska Junction (SW Alaska St) saw an increase of 59% in boardings and alightings due to more people walking to Alaska Junction and more transfers to other routes.

Along California Avenue Southwest north of Alaska Junction, rider activity grew between 26% and 28% in the two segments. Part of the growth could be due to the elimination of Route 56 Local, causing riders along Southwest Admiral Way to the east needing to walk to California Avenue Southwest to catch the bus. Route 50 that provides new connections within West Seattle and to the Rainier Valley could also be partially responsible for the growth in activity.

Southwest Alaska Street/Avalon Way Southwest

Changes that occurred on the Southwest Alaska Street/Avalon Way Southwest corridor include (Routes 21 and 22 are analyzed in a separate section):

- **Rapid Ride C Line** replaced **Route 54 Local**.
- **Route 55** was converted to a peak-only service.

The following segment is studied within this corridor:

ID #	From:	To:	Spring 2012		Fall 2012		Change	
			Routes	Ons+Offs	Routes	Ons+Offs	Raw	Percent
4	SW Alaska St/California Av SW	SW Avalon Wy/SW Spokane St	54, 55	2512	C, 55	1956	-556	-22%

Rider activity along Southwest Alaska Street/Avalon Way Southwest fell by 22% between Spring 2012 and Fall 2012. This is likely due to RapidRide stopping at fewer stops along Southwest Alaska Street and riders therefore needing to walk to Alaska Junction (accounted for in another segment) to catch RapidRide. In addition, the upgrade of Route 21 to frequent service may have accounted for some riders along Avalon Way Southwest using Route 21 instead of RapidRide.

Arbor Heights

Changes that occurred in Arbor Heights include:

- **Route 21 Local** no longer serves the neighborhood as it was revised to end at Westwood Village
- **Route 21 Express** was reduced by one trip in each peak period.
- **Route 22** was revised to serve Arbor Heights.

The following segment is studied in Arbor Heights:

ID #	From:	To:	Spring 2012		Fall 2012		Change	
			Routes	Ons+Offs	Routes	Ons+Offs	Raw	Percent
5	35th Av SW/SW Roxbury St	35th Av SW/SW Roxbury St	21	421	21, 22	317	-104	-25%

There was a drop in activity by 25% as a result of elimination of local service on Route 21 to Arbor Heights. The replacement Route 22 only served a small

35th Avenue Southwest

Changes that occurred in the 35th Avenue Southwest corridor include:

- **Route 21 Local** was revised to no longer serve Arbor Heights and instead begin/end at Westwood Village. Additionally, the frequency was improved on Weekdays and Saturday to every 15-minutes.
- **Route 21 Express** was reduced by one trip in each peak period.

The following segment is studied within this corridor:

ID #	From:	To:	Spring 2012		Fall 2012		Change	
			Routes	Ons+Offs	Routes	Ons+Offs	Raw	Percent
6	29th Av SW/SW Barton St	35th Av SW/SW Alaska St	21	1665	21	2211	546	33%

Unsurprisingly, rider activity increased by 33% in the 35th Avenue Southwest corridor as a result of the frequency increase on Route 21 (improved from every 30 minutes to every 15 minutes in the daytime Monday to Saturday).

Avalon Way Southwest/4th Avenue South

Changes that occurred along Avalon Way Southwest and 4th Avenue South include:

- **Route 21 Local** was revised to no longer serve Arbor Heights and instead begin/end at Westwood Village. Additionally, the frequency was improved on Weekdays and Saturday to every 15-minutes.
- **Route 22** was shortened to only operate between Alaska Junction and Arbor Heights.
- **Route 50** was created to connect Alki, Admiral District, Alaska Junction, North Delridge, SODO, VA Hospital, Beacon Hill, Columbia City, Seward Park and Othello Station.
- **Route 56 Local** was discontinued

The following segment is studied within this corridor:

ID #	From:	To:	Spring 2012		Fall 2012		Change	
			Routes	Ons+Offs	Routes	Ons+Offs	Raw	Percent
7	35th Av SW/SW Alaska St	4th Av S/S Jackson St	21, 22, 56	2306	21, 50	2618	312	14%

Between West Seattle and SODO along Avalon Way Southwest and 4th Avenue South rider activity increased by 14% between Spring 2012 and Fall 2012. The increase in activity is likely a result of new transfers to and from Route 50 as it provides new connections to places in Southeast Seattle.

Shorewood

Changes that occurred in Shorewood include:

- **Route 22** was revised to serve Shorewood.
- **Route 125** was revised to begin/end at Westwood Village and no longer serves Shorewood.

The following segment is studied in Shorewood:

ID #	From:	To:	Spring 2012		Fall 2012		Change	
			Routes	Ons+Offs	Routes	Ons+Offs	Raw	Percent
8	26th Av SW/SW Roxbury St	26th Av SW/SW 106th St	125	170	22	14	-156	-92%

All-day rider activity in Shorewood has almost completely disappeared as a result of the replacement of Route 125 with Route 22. Keep in mind, however, that Route 125 previously terminated in Shorewood, meaning that some of the previous rider “activity” was likely to be bus drivers getting on and off the bus at the terminal to stretch their legs.

Gatewood/Westwood

Changes that occurred in Gatewood/Westwood include:

- **Route 22** was shortened to only operate between Alaska Junction and Arbor Heights and frequency was reduced to hourly.

The following segment is studied in Gatewood/Westwood:

ID #	From:	To:	Spring 2012		Fall 2012		Change	
			Routes	Ons+Offs	Routes	Ons+Offs	Raw	Percent
9	26th Av SW/SW Roxbury St	California Av SW/SW Fauntleroy	22	596	22	241	-355	-60%

The segment of Route 22 serving Gatewood and Westwood Village lost 60% of it's activity as a result of the truncation of the route and frequency reduction. Many of these riders are likely using RapidRide or upgraded service on Route 21.

Beach Drive Southwest

Changes that occurred along Beach Drive Southwest include:

- **Route 37** was reduced from 16 daily trips to eight daily trips.
- **Route 53** was discontinued.

The following segment is studied in this corridor:

ID #	From:	To:	Spring 2012		Fall 2012		Change	
			Routes	Ons+Offs	Routes	Ons+Offs	Raw	Percent
10	SW Alaska St/California Av SW	63rd Av SW/SW Admiral Wy	37, 53	171	37	68	-103	-60%

Rider activity along Beach Drive Southwest and through the neighborhood west of Alaska Junction fell by 60% as Route 37 was reduced in half and Route 53 was discontinued.

Alki Avenue Southwest/Harbor Avenue Southwest

Changes that occurred along Alki Avenue Southwest/Harbor Avenue Southwest include:

- **Route 37** was reduced from 16 daily trips to eight daily trips.
- **Route 53** was discontinued.

The following segment is studied in this corridor:

ID #	From:	To:	Spring 2012		Fall 2012		Change	
			Routes	Ons+Offs	Routes	Ons+Offs	Raw	Percent
11	63rd Av SW/SW Admiral Wy	Harbor Av SW/SW Spokane St	37, 53	194	37	98	-96	-49%

Similar to Beach Drive Southwest, rider activity along Alki Avenue Southwest and Harbor Avenue Southwest fell significantly as all-day service was eliminated (except for seasonal Water Taxi shuttle service) and peak service was reduced. The narrow corridor between the water and hillside limited the potential rider market and caused the routes to be poorly performing.

Genesee Hill

Changes that occurred along Alki Avenue Southwest/Harbor Avenue Southwest include:

- **Route 51** was discontinued.
- **Route 57** was revised to use the Alaskan Way Viaduct instead of travelling through SODO. In addition, the number of trips was reduced from six to four in each peak period.

The following segment is studied in this corridor:

ID #	From:	To:	Spring 2012		Fall 2012		Change	
			Routes	Ons+Offs	Routes	Ons+Offs	Raw	Percent
12	SW Alaska St/California Av SW	49th Av SW/SW Admiral Wy	51, 57	199	57	103	-96	-48%

Due to poor performance, Route 51 was discontinued leaving Genesee Hill with no off-peak service. Therefore, rider activity fell by 48%, however overall ridership loss is low because of the limited number of potential riders.

Southwest Hanford Street/35th Avenue Southwest

Changes that occurred along Southwest Hanford Street/35th Avenue Southwest include:

- **Route 51** was discontinued.

The following segment is studied in this corridor:

ID #	From:	To:	Spring 2012		Fall 2012		Change	
			Routes	Ons+Offs	Routes	Ons+Offs	Raw	Percent
13	SW Hanford/35th Av SW	California Av SW/SW Hanford St	51	69	NONE	0	-69	-100%

All service to this area was eliminated due to low ridership. Some riders in this area are able to walk to alternative service on Southwest Avalon Way or California Avenue Southwest.

Southwest Admiral Way

Changes that occurred in the Southwest Admiral Way corridor include:

- **Route 50** was created to connect Alki, Admiral District, Alaska Junction, North Delridge, SODO, VA Hospital, Beacon Hill, Columbia City, Seward Park and Othello Station.
- **Route 56 Local** was discontinued.
- **Route 57** was revised to use the Alaskan Way Viaduct instead of travelling through SODO. In addition, the number of trips was reduced from six to four in each peak period.

The following segment is studied in this corridor:

ID #	From:	To:	Spring 2012		Fall 2012		Change	
			Routes	Ons+Offs	Routes	Ons+Offs	Raw	Percent
14	61st Av SW/Alki Av SW	SW Admiral Way/SW Spokane St	56, 57	1665	50, 56, 57	1349	-316	-19%

The Southwest Admiral Way corridor saw a reduction of 19% in rider activity between Spring 2012 and Fall 2012. Route 56 Local was replaced by Route 50 between Alki and Admiral District, leaving the eastern part of the corridor without all-day service. As a result, most of these riders are likely walking to California Avenue Southwest (note the increase in activity on those segments).

Sylvan Way Southwest

Changes that occurred in the Southwest Admiral Way corridor include:

- **Route 128** frequency improved on Sunday from 60-minutes to 30-minutes and service extended to operate until approximately midnight.

The following segment is studied in this corridor:

ID #	From:	To:	Spring 2012		Fall 2012		Change	
			Routes	Ons+Offs	Routes	Ons+Offs	Raw	Percent
18	Fauntleroy Wy SW/California Av SW	16th Av SW/Dumar Wy SW	128	702	128	788	86	12%

There was a modest increase of 12% in activity along Sylvan Way Southwest between Spring 2012 and Fall 2012. While there was a small increase in service (late at night) on Route 128, the growth is either due to natural ridership growth or riders switching from other routes (e.g. routes 22 or 125).

Delridge Way/Amabum Boulevard Southwest

Changes that occurred in the Delridge Way/Ambaum Boulevard Southwest corridor include:

- **Route 120** was revised to serve Westwood Village.
- **Route 125** was revised to end at Westwood Village instead of Shorewood. Additionally, Sunday service was discontinued and span of service was reduced on Weekdays and Saturdays.
- **Route 133** was discontinued.

The following segments are studied in this corridor:

ID #	From:	To:	Spring 2012		Fall 2012		Change	
			Routes	Ons+Offs	Routes	Ons+Offs	Raw	Percent
19	Delridge Wy SW/SW Spokane St	Delridge Wy SW/SW Orchard St	120, 125	2279	120, 125	2428	149	7%
20	Delridge Wy SW/SW Orchard St	15th Av SW/SW Roxbury St	120	1905	120	2984	1079	57%
21	15th Av SW/SW Roxbury St	Burien Transit Center	120, 133	7005	120	6884	-121	-2%

Along Delridge Way Southwest, rider activity increased by 7% between Spring 2012 and Fall 2012 in the section north of Southwest Orchard Street. The growth is likely related to the reduction in service levels of Route 125 along 16th Avenue Southwest causing more riders to walk to Delridge Way Southwest.

In the segment between Southwest Orchard Street and White Center, activity growth appears to be 57%. However, this is due at least in part to the main transfer point moving from White Center to Westwood Village. The improved access to shopping destinations at Westwood Village, however, is likely responsible for at least a part of the growth in activity.

South of White Center along Ambaum Boulevard Southwest, rider activity dropped by 2%. This is mainly due to the previously mentioned shifting of the main transfer point away from White Center to Westwood Village. As some of the White Center stops were assigned to this segment, activity at those stops would have dropped as riders remain on the bus and make transfers at Westwood Village.

4th Avenue South

Changes that occurred in the 4th Avenue South corridor include:

- **Route 23** was discontinued and replaced by **Route 131**.
- **Route 124** was revised to serve Georgetown and Airport Way South instead of 4th Avenue South.
- **Route 131** was revised to serve 4th Avenue South instead of Airport Way South.
- **Route 132** was revised to serve 4th Avenue South instead of 1st Avenue South.

The following segment is studied in this corridor:

ID #	From:	To:	Spring 2012		Fall 2012		Change	
			Routes	Ons+Offs	Routes	Ons+Offs	Raw	Percent
22	4th Ave S/S Michigan St	4th Av S/S Jackson St	23, 124	2366	131, 132	2418	52	2%

There was little change in activity along the 4th Avenue South corridor even though the routes serving the corridor changed. The frequency of service remained the same, but the corridor is now connected to North Highline and Burien at the southern end.

Southwest Dawson Street/16th Avenue Southwest

Changes that occurred in the Southwest Dawson Street/16th Avenue Southwest corridor include:

- **Route 125** was revised to end at Westwood Village instead of Shorewood. Additionally, Sunday service was discontinued and span of service was reduced on Weekdays and Saturdays.

The following segments are studied in this corridor:

ID #	From:	To:	Spring 2012		Fall 2012		Change	
			Routes	Ons+Offs	Routes	Ons+Offs	Raw	Percent
23	Delridge Wy SW/SW Oregon St	South Seattle CC	125	919	125	869	-50	-5%
24	South Seattle CC	15th Av SW/SW Roxbury St	125, 128	2668	125, 128	2438	-230	-9%

There was a minor decrease in weekday rider activity along Southwest Dawson Street and 16th Avenue Southwest. North of South Seattle Community College, weekday activity dropped by 5% between Spring 2012 and Fall 2012, likely due to the reduction in peak period frequency and span of service reduction on Route 125. Note, however, that on Saturday Route 125 service was more drastically reduced and on Sunday all Route 125 service was discontinued, so weekend rider activity very likely dropped much more.

South of South Seattle Community College, weekday activity dropped by 9%. In addition to the reduction in service on Route 125, the southern part of the corridor has greater accessibility to alternative service on Delridge Way Southwest (Route 120) and 9th Avenue Southwest (Route 131), so more riders probably switched to alternative service.

Highland Park

Changes that occurred in Highland Park include:

- **Route 23** was discontinued and replaced by **Route 131**.
- **Route 131** was revised to serve Highland Park and frequency improved from 60-minutes to 30-minutes at most times of the day.

The following segment is studied:

ID #	From:	To:	Spring 2012		Fall 2012		Change	
			Routes	Ons+Offs	Routes	Ons+Offs	Raw	Percent
25	4th Ave S/S Michigan St	SW Henderson/16th SW and 8th Ave SW/SW Roxbury St	23	834	131	797	-37	-4%

Very little change in rider activity was observed in Highland Park between Spring 2012 and Fall 2012. Route 131 replaced Route 23 making it easier to travel south to Burien, but the frequency of Route 131 is the same as Route 23.

Boulevard Park

Changes that occurred in Boulevard Park include:

- **Route 128** frequency improved on Sunday from 60-minutes to 30-minutes and service extended to operate until approximately midnight.

The following segment is studied:

ID #	From:	To:	Spring 2012		Fall 2012		Change	
			Routes	Ons+Offs	Routes	Ons+Offs	Raw	Percent
26	15th Av SW/SW Roxbury St	S 120th St/Des Moines Memorial Dr	128	841	128	823	-18	-2%

A small decrease in weekday rider activity of 2% was observed between Spring 2012 and Fall 2012. As there was only a slight increase in service on weekdays, the small change is within the range of natural fluctuation from service change to service change. It is likely, however, that rider activity on Sunday increased as service frequency was doubled (from 60-minutes to 30-minutes).

1st Avenue South

Changes that occurred along the 1st Avenue South corridor include:

- **Route 131** was shortened to only operate between Seattle and Burien Transit Center. The frequency was also improved from 60-minutes to 30-minutes during most of the day, every day of the week.
- **Route 166** was extended from Highline Community College to Burien Transit Center.

The following segments are studied:

ID #	From:	To:	Spring 2012		Fall 2012		Change	
			Routes	Ons+Offs	Routes	Ons+Offs	Raw	Percent
27	8th Av SW/SW Roxbury St	Burien Transit Center	131	766	131	1518	752	98%
32	Burien Transit Center	Marine View Dr S/S 223rd St	131	629	166	1388	759	121%

Within the segment of 1st Avenue South to the north of the Burien Transit Center, rider activity increased by 98%. The increase is partly due to the doubling of frequency from 60-minutes to 30-minutes at most times of the day. However, some of the increased activity is also likely due to the truncation of the route at Burien and the need for riders heading south of Burien to need to transfer to reach their destination.

South of Burien Transit Center, rider activity increased by 121% and, again, was due to doubled frequency from 60-minutes to 30-minutes and increased transfers at Burien Transit Center. Some of the increase is also likely due to the elimination of Route 132 south of Burien Transit Center, so riders in the apartment complexes east of 1st Avenue South may now be walking to use Route 166.

Southwest Roxbury Street/South Cloverdale Street

Changes that occurred in the Southwest Roxbury Street/South Cloverdale Street corridor include:

- **Route 60** was extended to Westwood Village.
- **Route 131** was revised to serve Highland Park (replacing Route 23) instead of serving South Park
- **Route 132** frequency was improved from 60-minutes to 30-minutes at most times of the day, every day of the week.
- **Route 133** was discontinued

The following segment is studied:

ID #	From:	To:	Spring 2012		Fall 2012		Change	
			Routes	Ons+Offs	Routes	Ons+Offs	Raw	Percent
28	4th Ave S/S Michigan St	25th Av SW/SW Henderson St	60, 131, 133	1243	60	1920	677	54%

Between Spring 2012 and Fall 2012 there was a 54% increase in rider activity along Southwest Roxbury Street and South Cloverdale Street. A large part of the increase is likely due to the extension of Route 60 to Westwood Village. While some of the increase is probably due to new riders using the extension to reach additional shopping opportunities and new transfer opportunities, another part of the increase is probably due to the need for former Route 54 riders to transfer to reach White Center.

Des Moines Memorial Drive South

Changes that occurred along the Des Moines Memorial Drive South corridor include:

- **Route 132** was shortened to only operate between Seattle and Burien Transit Center. The frequency was also improved from 60-minutes to 30-minutes during most of the day, every day of the week.

The following segments are studied:

ID #	From:	To:	Spring 2012		Fall 2012		Change	
			Routes	Ons+Offs	Routes	Ons+Offs	Raw	Percent
29	4th Ave S/S Michigan St	S 120th St/Des Moines Memorial Dr	132	982	132	1364	382	39%
30	S 120th St/Des Moines Memorial Dr	Burien Transit Center	132	733	132	1153	420	57%

Rider activity in the two segments of Des Moines Memorial Drive South between SODO and Burien Transit Center increased between 39% and 57%. The increase in activity is likely due to the increase in frequency on Route 132 from 60-minutes to 30-minutes at most times of the day.

Military Road South

Changes that occurred along Military Road South include:

- **Route 128** frequency improved on Sunday from 60-minutes to 30-minutes and service extended to operate until approximately midnight.

The following segment is studied:

ID #	From:	To:	Spring 2012		Fall 2012		Change	
			Routes	Ons+Offs	Routes	Ons+Offs	Raw	Percent
31	S 120th St/Des Moines Memorial Dr	Tukwila International Blvd Station	128	1744	128	1867	123	7%

Along Military Road South between Boulevard Park and Tukwila International Blvd Station there was a modest increase in rider activity of 7%. While there was a span of service increase on route 128, the increase is probably mostly due to some small growth and/or the natural variation in ridership between service changes.

8th Avenue South

Changes that occurred along the 8th Avenue South corridor include:

- **Route 132** was shortened to only operate between Seattle and Burien Transit Center. The frequency was also improved from 60-minutes to 30-minutes during most of the day, every day of the week.
- **Route 156** was extended from Sea-Tac to Highline CC.

The following segment is studied:

ID #	From:	To:	Spring 2012		Fall 2012		Change	
			Routes	Ons+Offs	Routes	Ons+Offs	Raw	Percent
34	Burien Transit Center	Marine View Dr S/S 223rd St	132	751	156	249	-502	-67%

The former Route 132 routing between Burien Transit Center and Des Moines lost about 67% of it's activity due to the fact that the replacement service of Route 156 serves only the southern half of the corridor and travels to SeaTac instead of Burien. It will be interesting to see if over time riders adapt to the new destinations provided by Route 156.

Des Moines

Changes that occurred in Des Moines include:

- **Route 131** was shortened to only operate between Seattle and Burien Transit Center. The frequency was also improved from 60-minutes to 30-minutes during most of the day, every day of the week.
- **Route 132** was shortened to only operate between Seattle and Burien Transit Center. The frequency was also improved from 60-minutes to 30-minutes during most of the day, every day of the week.
- **Route 156** was extended from Sea-Tac to Highline CC.
- **Route 166** was extended from Highline Community College to Burien Transit Center.

The following segments are studied:

ID #	From:	To:	Spring 2012		Fall 2012		Change	
			Routes	Ons+Offs	Routes	Ons+Offs	Raw	Percent
33	Marine View Dr S/S 223rd St	Highline CC	131	218	166	665	447	205%
35	Marine View Dr S/S 216th St	Highline CC	132, 166	717	156	506	-211	-29%

Within the city of Des Moines (both corridors combined), rider activity increased overall by 25% due to Routes 156 and 166 providing 30-minute service instead of the 60-minute service that Routes 131 and 132 previously provided. It is worth noting that rider activity at the Highline Community College stops for the routes analyzed increased by 15% between Spring 2012 and Fall 2012, and this increase accounted for about half of the overall increase in activity within Des Moines.

Transfer Point/Transit Hub Ridership Analysis

As a result of the set of restructures, some direct trips were broken and now require a transfer to complete (conversely, some trips that used to require a transfer can now be made without one). While it is impossible for us to know whether customers are making new transfers just based upon on and off stop level data, we can infer that in places where the number of ons and offs have increased significantly it is likely due to increased transfer activity. As ridership is also directly related to the number of trips (frequency) provided, the change in trips is taken into consideration as well.

Stops in the following locations were analyzed to see how ons, offs and trips have changed between the spring 2012 and fall 2012 service changes:

- 15th Avenue Northwest/Northwest 85th Street
- 15th Avenue Northwest/Northwest Market Street
- 15th Avenue Northwest/Northwest Leary Way
- 15th Avenue West/West Emerson Street
- Southbound Queen Anne Avenue North/Mercer Street
- 1st Avenue North/Republican Street and Westbound Mercer Street/Queen Anne Avenue North
- Northwest Market Street/Ballard Avenue Northwest
- Fremont Avenue North/North 34th Street
- Dexter Avenue North/Westlake Avenue North/Fremont Avenue North
- Westwood Village
- White Center
- Alaska Junction
- 35th Avenue Southwest/Southwest Avalon Way
- Burien Transit Center

15th Avenue Northwest/Northwest 85th Street

Changes that may have impacted ridership at this location:

- The number of trips on **Route 15 Express** was reduced.
- The **RapidRide D Line** stops less frequently resulting in more people walking to this location from adjacent stops.
- **Routes 17 and 18** were discontinued, meaning that some riders may now be using **Route 48** to reach the **D Line** for service to Interbay, Uptown and downtown Seattle.
- **Route 40** replaced **Route 75** with twice the frequency at most time of the day.

The following table indicates that the number of ons increased by 81% and the number of offs increased by 63% while the number of trips increased by 29%. The **D Line** is the busiest route at this transfer point and has activity two to three times the activity of former **Route 15 Local** at this location. As suggested above, the increase is at least partially due to the fact that adjacent stops are not served by the **D Line** so customers are walking further to reach these stops. New **Route 40** is also experiencing about twice the amount of activity than former **Route 75** and it is believed this is largely due to the doubling in frequency between Ballard and Northgate. The number of ons for **Route 48** has increased by almost 50% likely due to riders returning home on the **D Line** and transferring to reach areas west of 15th Avenue Northwest. As the offs for **Route 48** only increased by about 10%, it appears that customers are finding other ways of reaching their destination in the “home-to-work/school” direction. Perhaps this is due to the fact that it is easier to use infrequent service (such as **Route 61**) at the beginning of a trip as a person can time their departure for a specific trip.

Route	E/L	Spring 2012			Fall 2012			Percent Change		
		Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips
15	E	48	60	20	56	44	12	15%	-27%	-40%
15	L	152	257	116	0	0	0	-100%	-100%	-100%
40	L	0	0	0	215	226	120	100%	100%	100%
48	L	220	143	153	327	156	154	49%	9%	1%
75	L	121	112	74	0	0	0	-100%	-100%	-100%
D	L	0	0	0	384	505	184	100%	100%	100%
	TOTAL	541	572	363	982	931	470	81%	63%	29%

15th Avenue Northwest/Northwest Market Street

Changes that may have impacted ridership at this location:

- The number of trips on **Route 15 Express** was reduced.
- The **RapidRide D Line** stops less frequently resulting in more people walking to this location from adjacent stops.
- **Routes 17 and 18** were discontinued, meaning that some riders may now be using **Route 44** to reach the **D Line** for service to Interbay, Uptown and downtown Seattle.
- **Route 46** was discontinued.

The following table indicates that the number of ons increased by 61% and the number of offs increased by 103% while the number of trips increased by 17%. The **D Line** is the busiest route at this transfer point and has activity two to three times the activity of former **Route 15 Local** at this location. As suggested above, the increase is at least partially due to the fact that adjacent stops are not served by the **D Line** so customers are walking further to reach these stops. The number of ons and offs for **Route 44** has increased by almost 75%-144% likely due to significant transfer activity to/from the **D Line**.

Route	E/L	Spring 2012			Fall 2012			Percent Change		
		Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips
15	E	200	177	20	114	122	12	-43%	-31%	-40%
15	L	316	295	110	0	0	0	-100%	-100%	-100%
44	L	281	189	172	487	459	176	73%	144%	2%
46	L	9	7	15	0	0	0	-100%	-100%	-100%
D	L	0	0	0	693	773	184	100%	100%	100%
	TOTAL	806	667	317	1295	1354	372	61%	103%	17%

15th Avenue Northwest/Northwest Leary Way

Changes that may have impacted ridership at this location:

- The **RapidRide D Line** stops less frequently resulting in more people walking to this location from adjacent stops.
- **Routes 17 and 18** were discontinued, meaning that some riders may now be using **Routes 40 or 61** to reach the **D Line** for service to Interbay, Uptown and downtown Seattle.

The following table indicates that the number of ons increased by 33% and the number of offs increased by 34% while the number of trips increased by 43%. The **D Line** is the busiest route at this transfer point, however the ons and offs are comparable to former **Routes 15 and 18**. New **Routes 29, 40, 61 and 62** have about twice the activity of former **Route 17** but most of the increase is simply due to the significant increase in number of trips on the four routes compared with **Route 17**. The number of ons and offs per trip for **Routes 40 and 61** is less than one per trip indicating that very few customers are transferring from the **D Line** to **Routes 40 and 61** at this location. The relatively low activity levels (and transfers) at this location is not unexpected given the poor waiting environment.

Route	E/L	Spring 2012			Fall 2012			Percent Change		
		Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips
15	L	181	186	110	0	0	0	-100%	-100%	-100%
17	E	17	24	11	23	33	12	38%	36%	9%
17	L	81	74	73	0	0	0	-100%	-100%	-100%
18	E	18	52	15	22	59	15	19%	14%	0%
18	L	143	149	103	0	0	0	-100%	-100%	-100%
29	L	0	0	0	14	15	24	100%	100%	100%
40	L	0	0	0	80	109	121	100%	100%	100%
61	L	0	0	0	26	40	68	100%	100%	100%
62	L	0	0	0	20	13	22	100%	100%	100%
D	L	0	0	0	401	382	184	100%	100%	100%
	TOTAL	439	485	312	586	650	446	33%	34%	43%

15th Avenue West/West Emerson Street

Changes that may have impacted ridership at this location:

- The **RapidRide D Line** stops less frequently resulting in more people walking to this location from adjacent stops.
- **Route 17** was discontinued, meaning that some riders may now be using **Route 31** to reach the **D Line** for service to Ballard, Uptown and downtown Seattle.

The following table indicates that the number of ons increased by 7% and the number of offs increased by 14% while the number of trips decreased by 17%. The **D Line** is the busiest route at this transfer point. The number of **D Line** ons and offs are about 50% higher than former **Routes 15 and 18**. The increased **D Line** ridership may be a result of **Route 17** being discontinued and riders in this area choosing to use the **D Line** to reach downtown Seattle. There is a significant drop in **Route 31** activity at this stop and that is likely a result of new **Route 32** that provides a direct connection from Wallingford, Fremont and West Nickerson Street to Interbay and the Seattle Center. So some riders who may have previously been transferring from **Route 31** to **Routes 15 and 18** may now be riding directly to their destination on **Route 32**.

Route	E/L	Spring 2012			Fall 2012			Percent Change		
		Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips
15	L	79	91	110	0	0	0	-100%	-100%	-100%
17	L	44	33	73	0	0	0	-100%	-100%	-100%
18	L	60	58	103	0	0	0	-100%	-100%	-100%
29	L	0	0	0	15	6	24	100%	100%	100%
31	L	30	39	53	19	22	50	-39%	-43%	-6%
62	L	0	0	0	3	4	22	100%	100%	100%
D	L	0	0	0	191	220	184	100%	100%	100%
	TOTAL	213	221	339	228	252	280	7%	14%	-17%

Southbound Queen Anne Avenue North/Mercer Street

Changes that may have impacted ridership at this location:

- The **RapidRide D Line** stops less frequently resulting in more people walking to this location from adjacent stops.
- The frequency of **Route 1** was improved in the peak period and reduced in the midday.
- **Route 32** replaced **Route 30**.

The following table indicates that the number of ons increased by 11% and the number of offs increased by 36% while the number of trips increased by 7%. The **D Line** is the busiest route at this transfer point, and activity is slightly higher than former **Routes 15 and 18**. There is a slight increase in activity for **Routes 1, 2 and 13** which could be attributable to the fact that during the midday the **D Line** has two fewer trips per hour than **Routes 15 and 18**. There was a drop in the number of ons for **Route 8** by 25%, so there could be fewer customers transferring from the **D Line** than from **Routes 15 and 18**. The main reason that this could be happening is that new **Route 40** provides a better connection (more frequent and serving more population) from Ballard to South Lake Union than did **Route 17**. About half of the increase in offs at this location is simply due to the fact that **Route 32** now serves this stop at the end of the route, so the former **Route 30** riders who used to get off at 1st Avenue North/Republican Street, are now getting off the bus at Queen Anne Avenue North/Mercer Street.

Route	E/L	Spring 2012			Fall 2012			Percent Change		
		Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips
1	L	182	55	47	220	57	47	21%	5%	0%
2	E	84	26	9	0	0	0	-100%	-100%	-100%
2	L	197	79	44	228	76	44	15%	-3%	0%
8	L	358	8	69	315	6	65	-12%	-29%	-6%
13	L	187	90	48	233	109	48	25%	21%	0%
15	L	187	193	54	0	0	0	-100%	-100%	-100%
18	L	198	150	52	0	0	0	-100%	-100%	-100%
29	L	0	0	0	87	28	12	100%	100%	100%
32	L	0	0	0	10	172	38	100%	100%	100%
D	L	0	0	0	451	367	91	100%	100%	100%
	TOTAL	1392	600	323	1544	815	345	11%	36%	7%

1st Avenue North/Republican Street and Westbound Mercer Street/Queen Anne Avenue North.

Changes that may have impacted ridership at this location:

- The **RapidRide D Line** stops less frequently resulting in more people walking to this location from adjacent stops.
- The frequency of **Route 1** was improved in the peak period and reduced in the midday.
- **Route 32** replaced **Route 30**.

The following table indicates that the number of ons decreased by 10% and the number of offs decreased by 10% while the number of trips decreased by 4%. The **D Line** is the busiest route at this transfer point, and activity is similar to former **Routes 15 and 18**. There are about 40 fewer people boarding and about 100 more people alighting **Routes 1, 2 and 13**. The increase in alighting could be attributable to the fact that during the midday the **D Line** has two fewer trips per hour than **Routes 15 and 18**. The 10% reduction in offs is primarily related to the fact that riders of former **Route 30** alighted here, while the replacement service on **Route 32** drops customers off on Queen Anne Avenue North.

Route	E/L	Spring 2012			Fall 2012			Percent Change		
		Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips
1	L	75	230	92	74	270	94	-1%	17%	2%
2	L	44	111	44	29	121	44	-33%	9%	0%
8	L	13	398	136	18	373	134	34%	-6%	-1%
13	L	62	109	48	40	150	48	-36%	38%	0%
15	L	188	264	112	0	0	0	-100%	-100%	-100%
18	L	178	259	102	0	0	0	-100%	-100%	-100%
30	L	227	251	74	0	0	0	-100%	-100%	-100%
32	L	0	0	0	185	6	78	100%	100%	100%
81	L	0	0	0	0	0	0	100%	100%	100%
D	L	0	0	0	361	538	186	100%	100%	100%
	TOTAL	786	1622	608	707	1457	584	-10%	-10%	-4%

Fremont Avenue North and North 34th Street.

Changes that may have impacted ridership at this location:

- **Route 17** was discontinued, so some riders along Nickerson Street may be riding **Routes 31 or 32** and transferring to **Routes 26, 28 or 40** in order to reach downtown Seattle.
- The creation of **Route 40** has significantly improved the frequency of service between Fremont and downtown Seattle.

The following table indicates that the number of ons increased by 23% and the number of offs increased by 37% while the number of trips increased by 39%. New **Route 40** is the busiest single route at this transfer point and has resulted in a significant reduction in the activity on **Routes 26 and 28** as the routes compete for riders to downtown Seattle. Overall, however, the amount of activity on the collection of downtown Seattle oriented routes (**Routes 26, 28 and 40**) has increased by 35-50% due to the significant increase in service frequency afforded by adding new **Route 40**. The two U. District-oriented routes, **Routes 31 and 32** have experienced a slight increase in activity, likely as a result of additional transfer activity.

Route	E/L	Spring 2012			Fall 2012			Percent Change		
		Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips
26	L	336	315	84	290	279	83	-14%	-11%	-1%
28	L	388	332	76	265	278	80	-32%	-16%	5%
30	L	244	227	74	0	0	0	-100%	-100%	-100%
31	L	145	117	53	188	167	50	30%	43%	-6%
32	L	0	0	0	213	219	77	100%	100%	100%
40	L	0	0	0	424	421	121	100%	100%	100%
46	L	5	3	8	0	0	0	-100%	-100%	-100%
	TOTAL	1118	994	295	1380	1364	411	23%	37%	39%

Dexter Avenue North/Westlake Avenue North/Fremont Avenue North

Changes that may have impacted ridership at this location:

- **Route 17** was discontinued, so some riders along Nickerson Street may be riding **Routes 31 or 32** and transferring to **Routes 26, 28 or 40** in order to reach downtown Seattle, while other riders may be walking further in order to access service that does not require a transfer.
- The creation of **Route 40** has significantly improved the frequency of service between Fremont and downtown Seattle.

The following table indicates that the number of ons increased by 21% and the number of offs decreased by 1% while the number of trips increased by 27%. **Route 40** is the busiest single route at this transfer point having replaced former **Route 17** as the busiest route. While **Route 40** has taken most of the former **Route 17** riders, some have switched to using **Routes 26 and 28** as well. It doesn't appear that there are large numbers of riders transferring here as the activity on **Routes 31 and 32** hasn't changed much when compared with previous activity on **Route 31**.

Route	E/L	Spring 2012			Fall 2012			Percent Change		
		Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips
17	L	65	75	109	0	0	0	-100%	-100%	-100%
26	L	45	46	84	66	44	83	46%	-3%	-1%
28	L	53	38	76	68	44	80	29%	16%	5%
30	L	5	21	37	0	0	0	-100%	-100%	-100%
31	L	17	15	53	10	11	50	-40%	-28%	-6%
32	L	0	0	0	10	19	77	100%	100%	100%
40	L	0	0	0	63	66	121	100%	100%	100%
62	L	0	0	0	7	8	44	100%	100%	100%
	TOTAL	185	194	359	224	192	455	21%	-1%	27%

Westwood Village

Changes that may have impacted ridership at this location:

- The **C Line and Routes 21, 60, 120 and 125** were revised to begin and end at Westwood Village.

The following table indicates that Westwood Village has become a major transit hub in West Seattle as what was a sleepy set of stops with about 330 ons and offs per day has grown to a location where there are now over 2,600 weekday ons and offs. The **C Line** is the busiest single route at this transfer point having replaced former **Route 54** as the busiest route. Frequent **Routes 21 and 120** are both very active at this location with about 600-650 ons and offs per day. **Route 60** shows about 300 weekday ons and offs and **Route 125** has about 200 weekday ons and offs at Westwood Village. The biggest loss in activity was on **Route 22** that fell significantly because service was reduced in half. While Westwood Village provides some valuable shopping access for these routes, it seems likely that there is significant transfer activity between the routes.

Route	E/L	Spring 2012			Fall 2012			Percent Change		
		Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips
21	L	9	12	4	351	312	243	3977%	2501%	5975%
22	L	33	29	104	11	15	45	-66%	-49%	-57%
54	L	122	127	108	0	0	0	-100%	-100%	-100%
60	L	0	0	0	192	112	138	100%	100%	100%
120	L	0	0	0	279	314	148	100%	100%	100%
125	L	0	0	0	106	88	117	100%	100%	100%
C	L	0	0	0	409	441	281	100%	100%	100%
	TOTAL	163	168	216	1348	1282	972	727%	664%	350%

White Center

Changes that may have impacted ridership at this location:

- **Routes 22 and 125** were revised to no longer serve White Center and instead serve Westwood Village.
- **Routes 23, 54 and 133** were discontinued.
- **Routes 60 and 120** were extended to serve Westwood Village where most transfers are now likely to occur instead of at White Center.
- **Route 128** span of service extended to operate until approximately midnight.

With the emergence of Westwood Village as a significant transit hub in West Seattle, the amount of activity at White Center has been reduced significantly. **Route 120** remains the busiest single route at this transfer point. **Route 60** experienced a reduction of about 50 ons and 80 offs as customers are making transfers at Westwood Village. **Route 128** showed a slight increase in activity as there are now more daily trips and competing **Route 125** no longer serves White Center.

Route	E/L	Spring 2012			Fall 2012			Percent Change		
		Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips
22	L	76	76	78	0	0	0	-100%	-100%	-100%
23	L	160	109	99	0	0	0	-100%	-100%	-100%
54	L	142	147	126	0	0	0	-100%	-100%	-100%
60	L	324	344	138	274	267	138	-15%	-22%	0%
113	L	10	26	15	16	16	15	54%	-36%	0%
120	L	760	737	214	779	707	220	2%	-4%	3%
125	L	178	142	125	0	0	0	-100%	-100%	-100%
128	L	394	396	99	428	399	114	9%	1%	15%
133	L	26	18	14	0	0	0	-100%	-100%	-100%
560	E	39	35	32	39	26	32	0%	-24%	0%
	TOTAL	2108	2029	940	1536	1415	519	-27%	-30%	-45%

Alaska Junction

Changes that may have impacted ridership at this location:

- **RapidRide C Line** was created replacing **Routes 54 and 55** (off-peak) between Alaska Junction and downtown Seattle. Additionally, the **C Line** stops less frequently than previous **Route 54**, so more customers are likely walking to Alaska Junction.
- **Route 22** was revised to be a shuttle between Alaska Junction and Arbor Heights.
- **Route 50** was created to connect Alki, Admiral District, Alaska Junction, North Delridge, SODO, Beacon Hill, VA Hospital. Columbia City, Seward Park and Othello Station.
- **Routes 51 and 53** were discontinued due to poor performance.
- **Route 55** was converted to a peak-only service.
- **Route 128** span of service extended to operate until approximately midnight and along with **Route 50** provides 15-minute service north to Admiral District.

Overall activity at Alaska Junction has almost doubled even though the number of trips was reduced (due to the elimination of Routes 51 and 53). The **RapidRide C Line** is the busiest route at Alaska Junction with more than 2,500 ons and offs on weekdays. **Route 50** has approximately 540 ons and off per day and most of the activity is likely due to transfers. **Route 128** more than doubled the amount of activity as customers along California Avenue Southwest now use the route as a feeder to the **C Line**. **Route 22** experienced a drop of about 50% in activity as it no longer travels to SODO or downtown Seattle. Likewise, **Route 55** experienced a significant loss in activity because it was reduced to a peak-only route.

Route	E/L	Spring 2012			Fall 2012			Percent Change		
		Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips
22	L	86	84	78	35	48	30	-59%	-43%	-62%
37	L	0	5	7	0	2	4	100%	-50%	-43%
37	E	6	5	8	1	0	4	-87%	-92%	-50%
50	L	0	0	0	292	248	72	100%	100%	100%
51	L	48	39	75	0	0	0	-100%	-100%	-100%
53	L	26	23	16	0	0	0	-100%	-100%	-100%
54	L	392	420	149	0	0	0	-100%	-100%	-100%
55	L	243	271	70	75	46	14	-69%	-83%	-80%
57	L	6	9	12	3	13	8	-44%	56%	-33%
128	L	128	131	67	301	282	77	134%	116%	15%
560	E	48	40	32	47	36	28	-2%	-10%	-13%
C	L	0	0	0	1205	1328	188	100%	100%	100%
	TOTAL	983	1025	514	1959	2004	425	99%	96%	-17%

35th Avenue Southwest/Southwest Avalon Way

Changes that may have impacted ridership at this location:

- **RapidRide C Line** was created replacing **Routes 54 and 55** (off-peak) between Alaska Junction and downtown Seattle. Additionally, the **C Line** stops less frequently than previous **Route 54**, so more customers are likely walking to 35th Avenue Southwest/Southwest Avalon Way
- **Route 21** frequency was increased from 30-minutes to 15-minutes during the peak and midday.
- **Route 22** no longer serves this location.
- **Route 50** was created to connect Alki, Admiral District, Alaska Junction, North Delridge, SODO, Beacon Hill, VA Hospital. Columbia City, Seward Park and Othello Station.
- **Routes 51 and 53** were discontinued due to poor performance.
- **Route 55** was converted to a peak-only service.

The number of ons at 35th Avenue Southwest/Southwest Avalon Way increased by 119% even though the number of trips increased only slightly. Interestingly, the number of offs only increased 23%, however the amount of ons and offs are almost equal now compared to the Spring 2012 when the number of offs were about 70% more than the number of ons. The **RapidRide C Line** is the busiest route at with about 780 ons and offs on weekdays. **Route 21 Local** almost tripled the amount of activity at this transfer point due to the increased frequency of the route and due to the discontinuation of **Route 22**. New **Route 50** serves about 140 ons and offs per weekday. **Route 55** experienced a large loss due to the reduction in span of service to peak-only.

Route	E/L	Spring 2012			Fall 2012			Percent Change		
		Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips
21	E	53	181	22	90	68	20	71%	-62%	-9%
21	L	88	73	77	240	193	134	173%	166%	74%
22	L	23	16	52	0	0	0	-100%	-100%	-100%
50	L	0	0	0	78	61	72	100%	100%	100%
51	L	8	25	25	0	0	0	-100%	-100%	-100%
53	L	2	1	8	0	0	0	-100%	-100%	-100%
54	L	138	248	148	0	0	0	-100%	-100%	-100%
55	L	51	83	67	28	32	14	-45%	-62%	-79%
C	L	0	0	0	360	418	188	100%	100%	100%
	TOTAL	362	626	399	795	771	428	119%	23%	7%

Burien Transit Center

Changes that may have impacted ridership at this location:

- The number of trips on **Route 121** was reduced as the trips were replaced by trips on **Routes 122 and 123**.
- **Route 123** was revised to no longer serve SODO and instead use the same SR-509/Alaskan Way Viaduct routing as **Routes 121 and 122**.
- **Routes 131 and 132** were truncated to begin/end at Burien Transit Center. Additionally, both routes were upgraded to operate every 30-minutes instead of every 60-minutes at most times of the day.
- **Routes 133 and 134** were discontinued due to poor performance.
- **Route 166** was extended from Highline Community College to Burien in order to replace **Route 131** service south of Burien.
- **Route 180** span of service was improved to operate until approximately midnight.

Burien Transit Center now has over 5,700 weekdays ons and offs, an increase of 15-20%. **Route 120** is the busiest route at with about 1,250 ons and offs, however there was a significant drop in activity likely due to the increased frequency on **Routes 131 and 132**. With the change of **Route 123** to serve SR-509, there was a rebalancing of ridership among the Burien “express” group of **Routes 121, 122 and 123**, although there was a reduction of about 50 ons and 50 offs per weekday. **Route 131** recorded an increase of 106% for ons and 56% for offs due to increased frequency and induced transfers to **Route 166**. **Route 132** more than tripled the number of ons and more than doubled the number of offs at Burien Transit Center due to increased frequency. **Route 166** has about 625 ons and offs at Burien Transit Center as it now serves as the main connection between Burien Transit Center, Des Moines and Highline Community College. The increase in span of service on **Route 180** resulted in an increase of 32% in the number of ons and 16% in the number of offs.

Route	E/L	Spring 2012			Fall 2012			Percent Change		
		Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips
120	L	775	885	144	543	719	146	-30%	-19%	1%
121	L	299	272	38	223	169	32	-25%	-38%	-16%
122	L	119	118	11	115	134	14	-3%	14%	27%
123	E	51	32	14	72	86	14	41%	171%	0%
131	L	142	164	36	293	255	66	106%	56%	83%
132	L	103	130	28	334	308	77	225%	137%	175%
133	L	21	20	7	0	0	0	-100%	-100%	-100%
134	L	18	19	9	0	0	0	-100%	-100%	-100%
139	L	59	66	90	70	88	81	18%	33%	-10%
140	L	364	415	115	367	403	115	1%	-3%	0%
166	L	0	0	0	319	306	73	100%	100%	100%
180	L	235	230	59	311	268	76	32%	16%	29%
560	E	129	177	67	144	197	67	12%	11%	0%
	TOTAL	2316	2527	618	2792	2934	761	21%	16%	23%